

**Locomotives of the  
Canadian Pacific Railway  
BULLETIN No. 83**

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The Canadian Pacific Railway, stretching as it does between the Atlantic and Pacific across the Dominion of Canada has much that can commend it to those of us in these United States.

Constructed through a wilderness and in a climate, in the winter at least that is almost arctic, the simple service of driving the last spike was witnessed only by those who were connected with the company. It was a hardy race of men that built the road and it also took courage and vision to embark upon and manage the enterprise. In all the years that have passed, the Canadian Pacific has met its obligations promptly and in full.

The management has always been of the highest order and there has always been a bit of pride in the voice of those that work for the "C. P. R." Like some of our American railroads, the C. P. R. built many of their locomotives in their own shops but, unlike many of these same railroads, they have continued this practice to the last of their steam locomotives. And, let it be said to their credit, that these same locomotives have always been well maintained, mechanically, and as clean as soap and water and elbow grease will make them. In the latter respect, the locomotives of many of our American railroads suffer in comparison. Their passenger equipment is painted a tuscan red, similar to that of the Pennsylvania but, prior to the use of steel equipment, the mahogany coaches, left in their natural color but varnished made an unforgettable sight.

Both of our author-members deserve much credit for their years of patient research and for their form of presentation of this material. The three groupings follow the three assignments of numbers used by the road but the cross references enable one to follow one or a group

of locomotives through to the end. Also, we are indebted to Mr. Lavallee for his cover design depicting the No. 548, one of a group of twenty locomotives built in Chemnitz, Saxony, with a suburban train near Montreal.

We hope that our members will find this publication of special interest to them for its preparation has taken many years of patient effort and research. It is the first complete roster of a Canadian railroad that this Society has ever presented, a large system at any rate, but one that should interest the average American as well as every Canadian.

## **A Century of International Interchange**

ROBERT R. BROWN

The year 1951 marks the centenary of the beginning of international rail traffic between Canada and the United States; now a tremendous flow of commerce and travel that cannot be duplicated on any other international boundary line.

The Champlain and St. Lawrence Railroad, Canada's first public railway, was completed in 1836 from Laprairie, on the St. Lawrence River, to St. Johns, on the Richelieu River, where connection was made with the steamboats of the Champlain Transportation Company to Burlington, Vt., and Whitehall, N. Y., and fifteen years later it was extended southward from St. Johns; the Vermont and Canada Railroad was built northward from Essex Jet., and the two met at Rouses Point, N. Y., about half a mile south of the boundary. Regular service commenced on August 16th, 1851 and, several through routes being established, it was then possible to travel from Laprairie, opposite Montreal, to Boston, to New York and to Ogdensburg without changing cars.

The event was noteworthy in another respect as it probably was the first occasion when railway rolling stock owned in one country could pass freely to and from railways in the other. The Canadian Government authorized the Champlain and St. Lawrence Railroad to

"cross, intersect, join and unite with any other railroad and to enter into any agreement with any other railroad company, either in Canada or the United States, for the operation of joint through services, for the use of each other's rolling stock, and for the leasing of other lines by the Champlain and St. Lawrence or vice versa.

It further provided that any locomotive, tender, car or carriage of any foreign railroad company brought into Canada in pursuance of any such agreement, but remaining the property of such foreign company, and intended to pass regularly between this province and a foreign state, shall, for all purposes of the laws relative to Customs, be considered as carriages of travellers coming into this province with the intent of immediately leaving it again and as such would be exempt from all Customs duties."

A similar ruling was made by the American Government and it is likely that this was the first international agreement of the kind.

## Locomotives of the Canadian Pacific Railway Company

BY OMER S. A. LAVALLEE AND ROBERT R. BROWN

The Canadian Pacific Railway proudly proclaims itself the "World's Greatest Travel System" and never was such a title more fully deserved. Built under incredibly difficult conditions through a sparsely settled country so forbidding that the wiseacres of the time opined that the revenue would not be sufficient to pay for the axle grease. But by skillful promotion and efficient management, it became very successful and built up a reputation for probity that is second to none. It has never failed to pay a debt and has never indulged in any of the financial manipulations that have played such a prominent part in the history of many North American railroads. It is not the purpose of this article to relate the history of the Company, as that has been done very completely by other writers and there is an extensive and carefully indexed bibliography covering its entire history. A few historical notes are included, especially concerning the little-known period of construction by the Dominion government, but these are introduced to explain the origin of the heterogeneous government-owned motive power.

The locomotives of the Canadian Pacific Railway have always been noted for their efficiency and their neat and attractive appearance and, as the motive power officials believe that good locomotives deserve the best of treatment and that elbow grease is as important as axle grease, they are kept clean, freshly painted and well polished. Some of them, such as the Ten Wheelers and Atlantic types of forty to fifty years ago, and the semi-streamliners of the present day are among the finest looking locomotives ever built.

During the first fifteen years of the Company's existence, most of the new locomotives received were of the standard 4-4-0 type. They were plain and serviceable and many of them gave very long service. For example, No. 43 built in 1882 was in continuous service until 1945 and, as No. 105 spent the last ten years of its life on the Norton-Chipman branch, New Brunswick District. No. 391, built in 1887 ran in regular service until 1948, when (by that time renumbered No. 30) it became a Hollywood movie star. Early in 1949, it was sent to Winnipeg, for storage.

The 2-6-0 Mogul type appeared in 1888 but was not popular and less than 50 were acquired. A year later, the first of large groups of 4-6-0 and 2-8-0 types began to appear and they proved to be remarkably successful engines. There was about 1000 of the 4-6-0 type and over 500 of the 2-8-0 type, and many of these are still in service. An earlier 2-8-0 type had appeared in 1884 for pusher service on the "Big Hill."

A few experimental compound locomotives were acquired in 1891 and between 1897 and 1904 practically all new locomotives were compounds of various types. The Company was well to the fore in experimental work and C.P.R. No. 548 was the first locomotive in North America to have a Schmidt superheater installed. No. 1026, a 2-8-0 type

was fitted with a wide firebox to burn low grade western coal and was one of the few "Mother Hubbard" engines in Canada.

It is not generally known, but perhaps the story is worth repeating, that the Canadian Pacific Railway operated part of its main line as a broad gauge (5'6") road. When the Canada Central Railway was acquired on June 9th, 1881, its western terminus was at Mackey, Ontario. The C.P.R. was desperately short of motive power, and there were three Canada Central Railway engines, Nos. 26 to 28, in storage at Carleton Place. These engines had not, at the time, been converted from broad to standard gauge. They were in good running order, so they were shipped to Mackey to continue construction of broad gauge track toward North Bay. When through service commenced, the section was narrowed to standard gauge. The engines were converted in 1883, becoming C.P.R. Nos. 226 to 228.

In only one respect was the Company guilty of dereliction of duty, and that was its failure to preserve its early records. In the beginning of the first World War, a great many of the early records were destroyed as they occupied space which the management of the time felt could be put to better advantage. This has made the compilation of the roster a very difficult task. Much information was obtained from builders' records and from two valuable record books; one eminent hand-written volume, which escaped the sweep of early records, kept between the middle Eighties and about 1898, and another printed locomotive roster used by Grant Hall, later Vice President, but at the time Locomotive Foreman at the Seigneurs Street roundhouse, near Windsor Station in Montreal. Information was found also in a number of minor sources, perhaps one of the most curious being a list of disposal dates which the statistical department used in calculating depreciation. It is only fair, of course, to add that the modern records are models of completeness.

During the period of government construction, there was no unified system of numbering and there was some very confusing duplication of numbers. For this reason, the roster of the period is listed with considerable detail. The Company's first numbering system, started in 1882, continued in use until 1902, when there was a partial renumbering, and 1905 when the remainder were renumbered. The 1905 series remained in use until 1912 when the present series started.

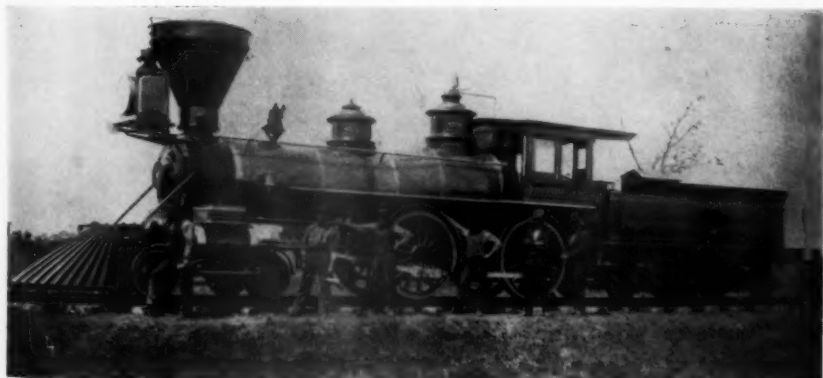
At first, in the 1882 series, locomotives were added in numerical order as received but as time went on and the old engines were scrapped, their numbers were given to new ones, destroying the chronological sequence and causing considerable duplication. The roster for the period is as complete as possible but there were a few old locomotives acquired with leased or purchased small roads of which there is no record. However, this is not important as they, quite likely, were scrapped immediately and never ran as Canadian Pacific engines. Also, a few were sold to unknown buyers.

The following roster is divided into four sections, covering government operation and the three company series of road numbers. The four sections are completely cross-indexed, to facilitate tracing the history of individual units, and all additions and changes to December 31st 1950 have been included.



Collection of O. S. A. LaVallee

The Countess of Dufferin as she stands today at Winnipeg, Manitoba, Canada



Collection of O. S. A. LaVallee

"Joseph Whitehead"

Engine No. 2 for the contractor whose name it bore, this locomotive was used in the construction of the C.P.R. in and around Winnipeg. It was also known as the "Star." A 4-4-0 type, it had 17x24" cylinders and 60" driving wheels, and was built by Baldwin in 1878, serial No. 4319. Sold to the C.P.R. with other contractors' rolling stock in 1882, it became No. 144 (Series I) and was scrapped in 1902.





Courtesy of H. L. Goldsmith  
C. P. R. No. 4—"Yale" 2-6-0 at Keefer, B. C.—1885



Courtesy of H. L. Goldsmith  
C. P. R. No. 6—"Nicola" at Keefer, B. C.—1885

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Special acknowledgments are due to Messrs. Paul T. Warner, Gilbert H. Kneiss and I. E. Barr for assistance in carrying out the necessary research and also to Mr. Ernest Thomas and several other members of the staff of the Motive Power Department of the Canadian Pacific Railway Company.

### Builders

Most members will need no introduction to such well-known names as Baldwin, Rogers, Schenectady, Mason, Manchester and even the less prominent American locomotive builders but the Canadian Pacific Railway had, and still has, a large number of engines built in Canada, Great Britain and Germany and short notes on these builders may be of interest.

A suprisingly large number of fine locomotives have been built in the Company's Shops; from 1883 to 1905 in the old DeLorimier Avenue shops, and since then, in the vast Angus Shops, both in Montreal. Shop or construction numbers, beginning with 1001, were given to locomotives built by the Company until 1907, when the practice was discontinued. High road numbers came into use about that time, causing duplication and confusion and it was decided that class symbols and road numbers provided ample indentification.

KINGSTON—The Kingston locomotive works is the senior and only independent locomotive building company in Canada. It has always been located in the city of Kingston, Ontario, hence its popular but unofficial name. The business was organized in 1850 by Messrs. Morton and Duncan and was known as the Ontario Foundry. Four years later, a Mr. Hinds replaced Mr. Duncan in the partnership and in 1856, the first locomotive was built. In 1865 the business was bought by a group of Montreal capitalists who reorganized it as the Canadian Engine and Machinery Works with R. J. Reekie as Managing Director. In 1881 the business was bought by Hon. William Harty, of Kingston, who changed the name to Canadian Locomotive and Engine Company. Much of the money involved in this purchase was provided by George Stephen and others who were interested in promoting the Canadian Pacific Railway and a few years later, in 1886, when they were sorely pressed for funds to complete the railway, they sold their interest in the Canadian Locomotive and Engine Company to Dubs and Company, of Glasgow, Scotland. In 1900, Hon. William Harty regained control of the company and again changed the name to Canadian Locomotive Company, and finally, in 1911, the Company was incorporated. The Kingston works have built steam locomotives of all kinds, electrics, and diesel-electrics, and its diamond-shaped builders plates may be found in many parts of the world. About 2500 locomotives have been built and the company faces its second century with confidence.

FLEMING & HUMBERT—The Fleming & Humbert foundry, also known as the Phoenix Foundry, in Saint John, New Brunswick, commenced business in 1832 and built about fifty locomotives between 1858 and 1888. Locomotives were repaired until 1914 and the business still continues, on a very reduced scale, making small castings.

**MONTGOMERY**—The Montgomery Iron Works, in Halifax, Nova Scotia, obtained a contract in 1872 to build ten locomotives for the Intercolonial Railway. Montgomery completed four and the other six were nearly finished when he got into financial difficulties and abandoned the contract. The engines were completed by the railway.

**CANADA FOUNDRY**—The Canada Foundry Company in Toronto, later taken over by Canadian Allis-Chalmers Limited, and now the Davenport works of the Canadian General Electric Company, built about 200 locomotives between 1904 and 1918, mostly for the Canadian Northern Railway, but some for the Canadian Pacific Railway and the Canadian Government Railways.

**MONTREAL**—The Montreal Locomotive Works, originally known as the Locomotive and Machine Company of Montreal, commenced operations in 1904 as a branch of the American Locomotive Company. It is the largest locomotive works in Canada and in addition to supplying Canadian requirements, has handled a large volume of export business.

**AVONSIDE**—The Avonside Engine Company, of Bristol, England supplied a considerable number of locomotives to Canadian railways—mostly narrow gauge.

**BIRKENHEAD**—The Canada Works, of Birkenhead, England, organized by Messrs. Peto, Brassey, Betts and Jackson, contractors for the Grand Trunk Railway, built 56 locomotives for the Grand Trunk, and four for the Great Western Railway between 1854 and 1860.

**DUBS**—Dubs and Company, of Glasgow, Scotland, built many locomotives for Canadian railways and for 14 years, 1886 to 1900, owned the Kingston locomotive works.

**FOX, WALKER**—Fox, Walker & Company, of Bristol, England, later Peckett & Sons, sent a few locomotives to Canada.

**NEILSON**—Neilson & Company, of Glasgow, built engines for the Nova Scotia Railway and the Grand Trunk Railway.

**NORTH BRITISH**—The North British Locomotive Company, of Glasgow, was formed in 1903 by the amalgamation of Dubs & Co., Neilson & Co., and Sharp, Stewart & Co.

**SHARP, STEWART**—Sharp, Stewart & Co., of Manchester, England, sent one locomotive to the New Brunswick Railway.

**SAXON**—The Saxon Engine Works, of Chemnitz, Germany, built twenty locomotives in 1903 and 1904 for the C.P.R.

**SLAUGHTER, GRUNING**—Slaughter, Gruning & Co., of Bristol, England, formerly Stothert and Slaughter and later the Avonside Engine Co.

### **Government Construction**

When the Dominion of Canada was formed, in 1867, it was a confederation of three previously separated provinces, Nova Scotia, New Brunswick and the loosely united province of Canada East and Canada West, now Quebec and Ontario. Rupert's Land, comprising all British territory west of Lake Superior and Hudson's Bay and extending to the

Pacific coast, was an empty land governed by the Hudson's Bay Company and inhabited by roving Indians, half-breeds, a few Scottish settlers, and the servants of the Company. Permanent settlements of any consequence were to be found only in the vicinity of the present city of Winnipeg, on the Red River, and also on the Pacific coast around Victoria and New Westminster. The rights of the Hudson's Bay Company were bought by the Canadian government in 1869 and in the following year the province of Manitoba entered confederation after a brief career as a comic opera republic. Politically, the North-west Territories were joined to Canada but they were separated physically by a wild and desolate region of lakes, rocks and forests, lying north and west of Lake Superior, which was utterly unfit for settlement. The normal flow of trade in the Territories was north and south and it was soon realized that this flow would have to be diverted, by artificial means if necessary, to an east and west direction if the Dominion of Canada was to survive and the north-west saved from falling into the more-than-willing hands of the United States.

British Columbia entered confederation in 1871 and made the construction of an overland railway an indispensable condition of union. The Canadian government courageously accepted the terms laid down by British Columbia but no one knew how a thinly-populated and relatively poor country could carry out such a stupendous undertaking as building a railway through two thousand miles of wilderness. Certainly no company could be persuaded to make the attempt. The government was straining its slender resources to complete the Intercolonial Railway, to connect the original provinces, and it was with considerable reluctance that it undertook the building of the railway to the Pacific. Sanford Fleming, chief engineer of the Intercolonial Railway construction, was appointed engineer-in-chief of the Canadian Pacific Railway in 1871 and for the next nine years was in charge of the project.

The staff was organized on March 4th, 1871, and a reconnaissance survey of the whole of the North West Territories was made. The Dawson Route, between Thunder Bay (Fort William) and Fort Garry (Winnipeg) was first opened in 1870 and greatly improved in 1874. On this route, steamboats were operated on numerous lakes, and rivers; passenger stagecoaches and freight wagons were used on the intervening portages. It was intended that the railway would follow the older Dawson route and, in the beginning, it was assumed that steamboats would be used where possible. The railway was to be built from Fort William to Lake Shebandowan; then by steamboat on that lake; a short portage railway beyond and then it was hoped that by the construction of a canal at Fort Frances, on Rainy River, started in 1875, steamboats of moderate draught would be used on the 200 miles of navigable water between Kettle Falls and Rat Portage (Kenora). After spending \$200,000 however, the work on the canal was abandoned and a more northerly route was selected for the railway.

For convenience, the railway lines built by the government can be divided into several sections:

1. Pembina Branch.
2. Thunder Bay.
3. Prairie.
4. British Columbia.

The motive power of each section will be discussed separately. There were some fine, modern locomotives in the lot, but generally speaking they comprised a miscellaneous assortment of relics.

### **Pembina Branch**

Winnipeg, in the newly created province of Manitoba, was the only place in the entire north west where there was any semblance of permanent settlement and established trade, and it was decided, at an early date, to build a railway from St. Boniface, opposite Winnipeg, to Emerson, on the International Boundary, where connection would be made with some American railroad which would be built to that point. On August 30, 1874, a contract was awarded to Joseph Whitehead for the grading of the line between Emerson and St. Boniface and by subsequent arrangements he was given contracts for the complete building of lines from Emerson to St. Boniface, St. Boniface to Selkirk, and eastward from Selkirk to Keewatin. Not only was the Pembina branch intended to connect Manitoba with the outside world, it was used to bring in material and supplies for the building of the main line of the transcontinental railway which, according to the original plans was to cross the Red River at Selkirk instead of at Winnipeg. The steamboat "Selkirk" landed a load of rails at St. Boniface on August 26th, 1875, but it was some time before actual construction began.

It was particularly fitting that Joseph Whitehead had the contract for building the first important railway line in western Canada; he was present at the opening of the Stockton & Darlington Railway in 1825 and he worked on that line for many years as fireman and engineer.

The St. Paul & Pacific Railroad, projected to run from St. Paul to Emerson and connect there with the Pembina Branch, was completed to Breckenridge, on the Red River, in 1871, but the looting of its treasury, accompanied by a plague of grasshoppers brought the work to a standstill. Trusting Dutch bondholders had invested \$20,000,000 in the project and, assuming that their investment was lost, had a receiver appointed in 1873. This brought about a chance meeting that was the real beginning of the Canadian Pacific Railway Company.

There were two Canadians living in St. Paul who realized the possibilities of developing the St. P. & P. but they lacked the necessary means. One was Norman W. Kittson, a former agent of the Hudson's Bay Company, who owned a steamboat company operating on the Red River to Winnipeg. The other was James J. Hill, who left his home near Guelph, Ontario, to go out to India and operate steamboats on the Ganges River. Hill, however, ended up in St. Paul running a coal and wood business and helping Kittson run his steamboat line. Donald Smith, the chief commissioner of the Hudson's Bay Co., passed through St. Paul frequently on his journeys between Montreal and Winnipeg, and, know-

ing Kittson and Hill well, he shared their enthusiasm for the project. Smith's cousin, George Stephen, was president of the wealthy Bank of Montreal and in 1876 Stephen and Richard B. Angus, general manager of the bank, were in Chicago in connection with a lawsuit in which their bank was involved. A week's adjournment left them with little to do; one wanted to visit St. Louis and the other St. Paul, so they tossed a coin and went to St. Paul. They met Hill and Kittson and discussed with them the possibility of re-organizing the St. Paul & Pacific Railroad; the visitors from Montreal were much impressed with the country, and a syndicate was formed to buy out the Dutch bondholders. The money needed for the purpose was provided as follows:

George Stephen, Montreal -----	\$ 60,000
Donald Smith, Montreal -----	60,000
James J. Hill, St. Paul -----	60,000
John S. Kennedy, New York -----	60,000
Norman W. Kittson, St. Paul -----	30,000
Richard B. Angus, Montreal -----	30,000
Bank of Montreal -----	700,000
	<hr/>
	\$1,000,000

The company was re-organized as the St. Paul, Minneapolis & Manitoba Railroad, the road was rehabilitated and extended, and, as a tide of prosperity set in, large profits were made. The Montreal members of the group withdrew a few years later and re-invested their funds in the Canadian Pacific Railway Company but Hill remained and expanded the St. Paul road into the Great Northern of to-day.

Grading of the Pembina Branch was started on July 14th, 1877 and, a few months later, on October 9th, a barge attached to the steamboat "Selkirk" arrived at Winnipeg with the locomotive "Countess of Dufferin," six flat cars and a van. (Bulletin 17, page 39). This rolling stock was unloaded at St. Boniface and was used in laying the rails from there southward to Emerson. Progress was rapid and the contractor was able to operate a through passenger train on December 2nd, using a coach borrowed from the St. Paul road. The first through freight train from eastern Canada arrived at St. Boniface on December 23rd, coming by way of Chicago and St. Paul.

Joseph Whitehead had the right to operate the line until December 2nd 1879 but in the spring of that year his limited rolling stock was busily engaged in the building of the line from St. Boniface to Selkirk and from Selkirk eastward to Keewatin and he could not handle the traffic. The St. Paul road then took over the branch and ran through trains from St. Paul to Selkirk, continuing until the Canadian Pacific Railway Company took over the line on May 2nd 1881.

### Locomotives on the Joseph Whitehead Contract

1. "Countess of Dufferin" 4-4-0 15x24" 57" Baldwin #2660, 1872.  
Formerly Northern Pacific Railroad No. 56; bought by Whitehead in 1877 for \$6,800. Taken by C.P.R. Co. in 1882 and renumbered 151. Sold in 1897 to the Columbia River Lumber Company of Golden, B. C. Returned to Winnipeg as a relic in 1910, and is still preserved there.
2. "Joseph Whitehead" 4-4-0 17x24" 60" Baldwin #4319, 1878.  
Also known as the "Star."  
1882 became C.P.R. Co. #144.  
1902 scrapped.
3. "James McKay" 4-4-0 17x24" 60" Baldwin #4516, 1879.  
1881 became C.P.R. Co. #145.  
1905 renumbered C.P.R. Co. #19.  
1909 scrapped.
4. "James M. Rowan" 4-4-0 17x24" 60" Baldwin #4624, 1879.  
1882 became C.P.R. Co. #146.  
1898 scrapped.
5. "Empress of India" 4-4-0 17x24" 60" Baldwin #4714, 1879.  
1882 became C.P.R. Co. #147.  
1905 renumbered C.P.R. Co. #20.  
This locomotive later went East and ran out of Montreal for many years. In 1909 it was sold to the Orford Mountain Railway, which connected with the C.P.R. at Eastray, Que. Probably scrapped in 1910 or 1911.
6. "Sitting Bull" 4-4-0 17x24" 62" Pittsburgh #247, 1879.  
Ex United States Rolling Stock Co. #356.  
1882 became C.P.R. Co. #95.  
1896 scrapped.
7. "Joseph Brophy" 4-4-0 17x24" 60" Baldwin, 1879.  
Probably ex United States Rolling Stock Co.  
1882 became C.P.R. Co. #148.  
1905 renumbered C.P.R. Co. #21.  
1907 scrapped.
8. "H. Nuttall" 4-4-0 17x24" 62" Canadian 1881.  
Probably built for the United States Rolling Stock Co.  
1882 became Canadian Pacific Ry. #71.  
1905 renumbered Canadian Pacific Ry. #28.  
1910 scrapped.

Engine crews of the foregoing engines, as remembered by W. H. Swinbank and George Spooner, retired engineers, 1934:

	Engineer	Fireman
1. "Countess of Dufferin"	J. Cardell	G. C. Swinbank
2. "Joseph Whitehead"	John Parkington	Stephen Parkington
3. "James McKay"	James Dobson	W. H. Swinbank
4. "James M. Rowan"	John Harrison	H. Robinson
5. "Empress of India"	J. C. Vannerman	R. Armstrong
6. "Sitting Bull"	Ed. Gannon	George Spooner
7. "Joseph Brophy"	S. Nash	

Mr. Swinbank was a great grandson of George Stephenson; he was fireman on the first regular passenger train west of Winnipeg; 13 coaches, engine No. 60, engineer Ash. Kennedy.

### Thunder Bay Section

Meanwhile, the line westward from Fort William was advancing slowly. Government-owned rolling stock, mostly from the Intercolonial Railway, was landed at Port Arthur in August 1876, but it was not until July 26th 1881 that the line was completed from Port Arthur and Fort William through to Rat Portage (Kenora) where connection was made with the line built by Joseph Whitehead. There were two new locomotives and twelve old-timers brought up from Nova Scotia and a weird system of numbering, with several duplications, was used, which must have been just as confusing to the dispatchers of that time, as it is to the modern historian.

### Locomotives

1. "Evangeline"	4-4-0	16x22"	61"	Fox Walker & Co. Bristol, 1869
2. "Gabriel"	4-4-0	16x22"	61"	Fox Walker & Co. Bristol, 1869
3. "Hiawatha"	4-4-0	16x22"	61"	Fox Walker & Co. Bristol, 1869
4. "Blomidon"	4-4-0	16x22"	61"	Fox Walker & Co. Bristol, 1869

Originally built as broad gauge (5'6") engines for the Windsor & Annapolis Railway in Nova Scotia. Taken in exchange by the government in 1875 when the Intercolonial Railway changed from broad to standard gauge, forcing connecting lines to do likewise. In 1876 these engines were converted to standard gauge in the Richmond (Halifax) shops of the Intercolonial Railway, and shipped west.

- #1, became C.P.R.Co. #152, (1882)—re#2015 (1905)—scrapped 1907
- #2, became C.P.R.Co. #153, (1882)—re#2016 (1905)—scrapped 1906
- #3, became C.P.R.Co. #154, (1882)—re#2017 (1905)—scrapped 1906
- #4, became C.P.R.Co. #155, —scrapped 1902

By 1887 they had just about outlived their usefulness but their boilers were still in good condition, so they were rebuilt by the C.P.R. as 0-6-0 shunters and continued in service for nearly 20 years longer.

1.	4-4-0	17x24"	62"	Canadian Loco. Co.	1879
				1882 became C.P.R. Co. #68.	
				1902 scrapped.	
2.	4-4-0	17x24"	62"	Canadian Loco. Co.	1880
				1882 became C.P.R. Co. #17.	
				1901 scrapped.	
4.	4-4-0	16x22"	61"	Dubs & Co., Glasgow	1873
				Ex Intercolonial Ry., probably #4.	
				1882 became C.P.R. Co. #149.	
				1895 scrapped.	



5.	4-4-0	16x22"	61"	Dubs & Co.	1873
				Ex Intercolonial Ry. #5. 1882 became C.P.R. Co. #150. 1895 scrapped.	
5.	4-4-0	16x24"	62"	Canadian Loco. Co.	1877
				Probably ex Intercolonial Ry. 1882 became C.P.R. Co. #18. 1900 scrapped.	
6.	4-4-0	16x22"	60"	Portland #99	1858
				Ex Intercolonial Ry. #12, ex Nova Scotia Ry. #12. 1882 became C.P.R. Co. #19. 1897 scrapped.	
7.	4-4-0	16x21"	62"	Neilson & Co. Glasgow	1858
				Ex Intercolonial Ry. #7, originally Nova Scotia Ry. #7. 1882 became C.P.R. Co. #7. 1896 scrapped.	
8.	4-4-0	16x22"	62"	Dubs & Co.	1873
				Ex Intercolonial Ry. 1882 became C.P.R. Co. #8. 1896 scrapped.	
9.	4-4-0	16x24"	62"	Portland #131	1868
				Ex Intercolonial Ry. #39. 1882 became C.P.R. Co. #9. 1896 scrapped.	
35.	4-4-0	15x22"	60"	Fleming & Humbert, Saint John, NB	1860
				Ex Intercolonial Ry. #35; originally European & North American Ry. #13, the "Norton." Scrapped or destroyed prior to 1882 and not taken by the Canadian Pacific Railway Co.	

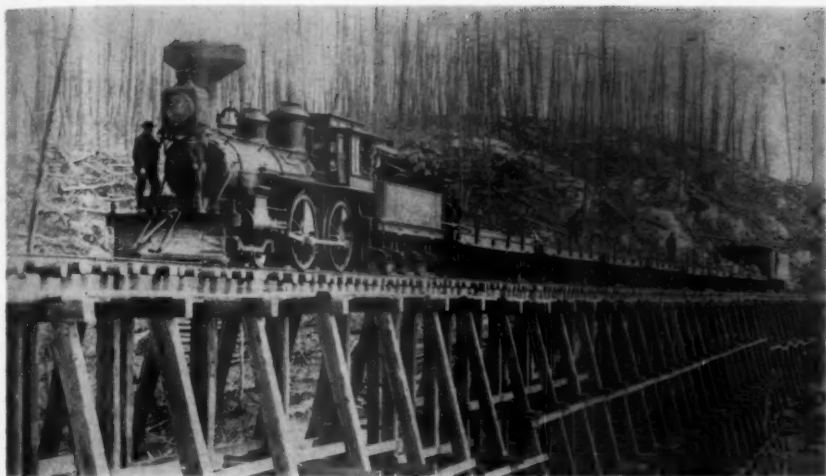
All former Intercolonial Railway locomotives built prior to 1875 were originally broad gauge (5'6") and converted to standard gauge in that year.

### Prairie Section—West of the Red River

On August 19th 1879, a contract was awarded to John Ryan for the construction of the first hundred miles west of Winnipeg and two locomotives were purchased by this contractor:

1.	"J. G. Haggart"	4-4-0	17x24"	60"	Baldwin #4860	1879
					Lettered "Canadian Pacific Colonization RR." 1882 became C.P.R. Co. #143. 1905 renumbered C.P.R. Co. #18. 1910 scrapped.	
10.		4-4-0	16x24"	62"	Portland #236	1873
					Ex Grand Trunk Railway #374, bought 1880. 1882 became C.P.R. Co. #10. 1896 scrapped.	

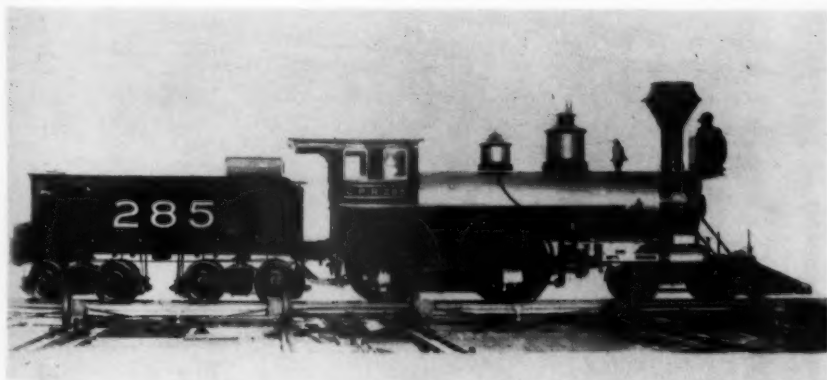




Collection of O. S. A. LaVallee

#### Canadian Pacific Railway #222

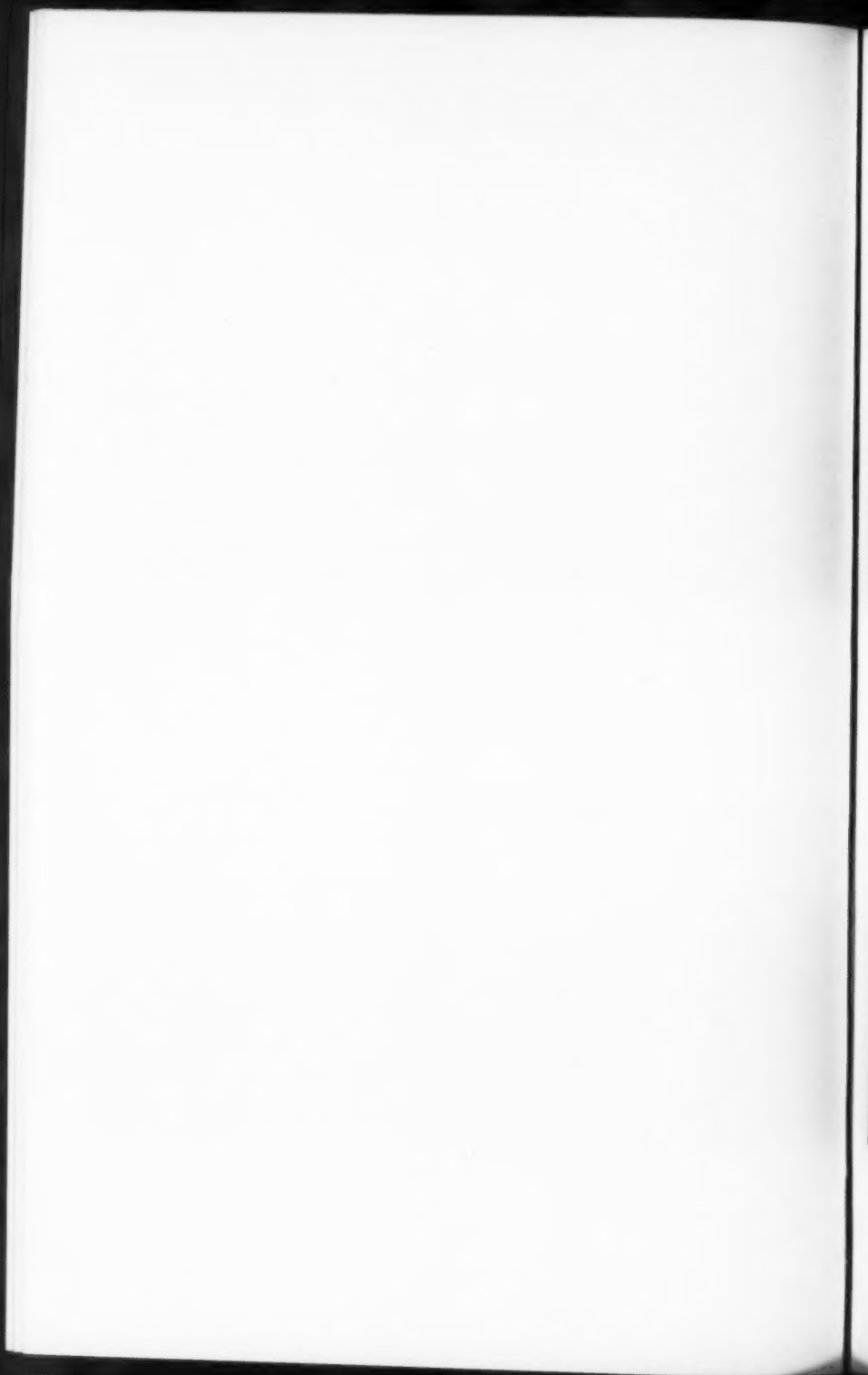
C.P.R. Construction train, c. 1882 on a trestle near Sudbury. Left side of pilot—"Big Jack" Stinson, Roadmaster. Engine 222 Ex Canada Central RR #22 Built by Montgomery Iron Wks., Halifax, 1874 for the Intercolonial Ry., Later to Can. Cen. Ry. and in 1881 to C.P.R. 16x22" cyls. 62" drivers. Scrapped 1895. Note Clerestory on cab roof.



Collection of O. S. A. LaVallee

#### C.P.R. #285

Two years after its incorporation, the Canadian Pacific Railway ambitiously launched itself into the field of locomotive building. No. 285 was the first product of the Company and was built at the DeLorimier Avenue Shops in Montreal—then known as the "New Shops." Sound but simple of design, it heads the list of many hundred engines built by the Company since that time. Built under the supervision of Francis R. F. Brown, Mechanical Superintendent, it served the Company for thirty-seven years, and was dismantled in 1920 as No. 7001.

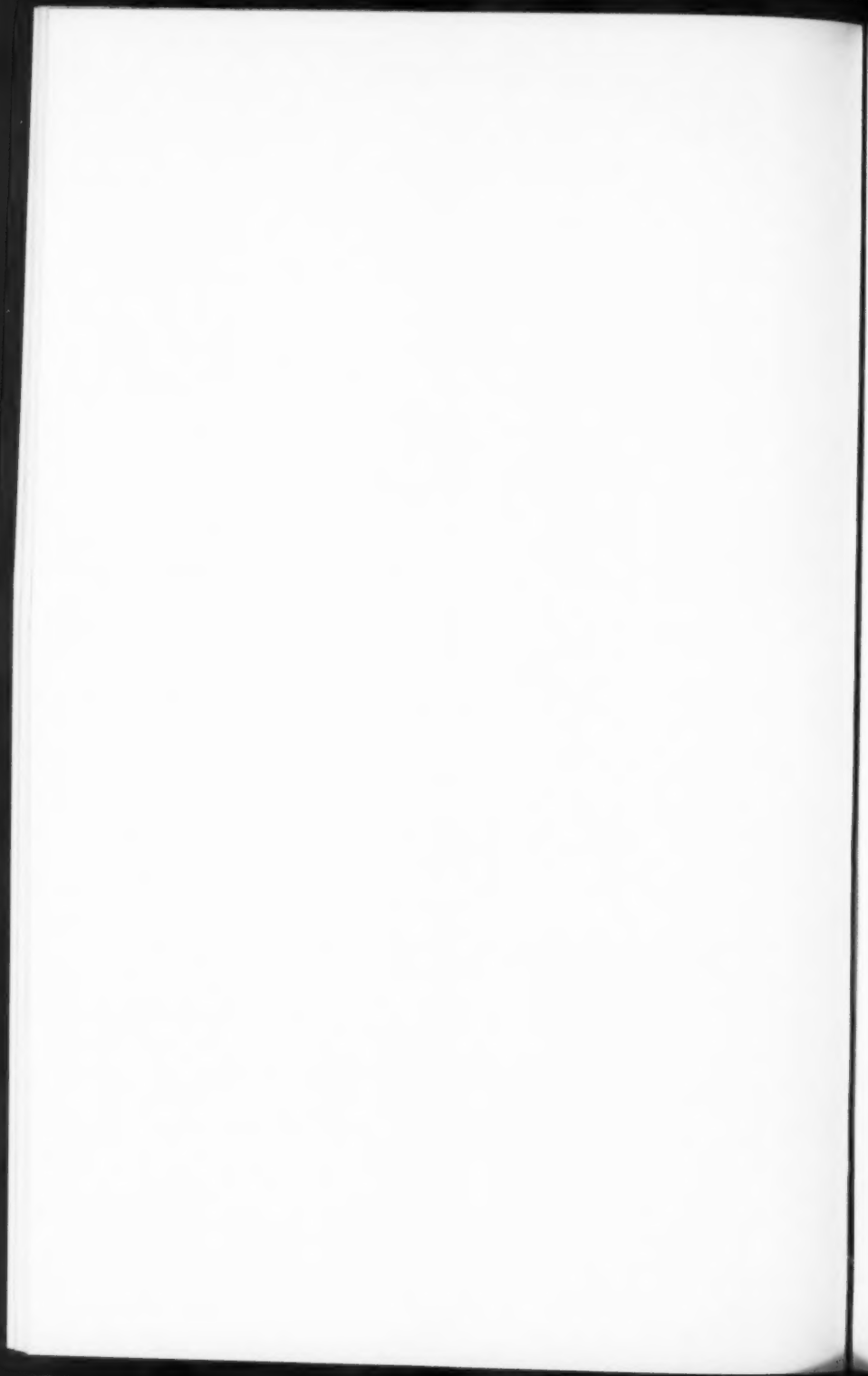




Collection of Ry. & Loco. Hist. Soc.  
C.P.R. #360 built by the road in 1886, 17x24" 69"



Collection of Ry. & Loco. Hist. Soc.  
C.P.R. #395 built by the road in 1888, 17x24" 69"



Rails were laid on the ice across the Red River from St. Boniface to Winnipeg and the locomotive J. G. Haggart was taken across on Christmas Eve 1879, the work being superintended by Donald Mann, later one of the promoters of the Canadian Northern Railway. The ice crossing was used until March 27th 1880 and was replaced soon after by a temporary pile bridge.

When the Whitehead and Ryan contracts were completed, the locomotives bought by these contractors were turned over to the government and used on the Thunder Bay section, which was not completed until a later date. They were sold to the Canadian Pacific Railway Company in 1882 but disputes arose over the price to be paid for nineteen of them. Five of them were out of service and were of little value but the price offered by the company for the others was thought to be too low. Peter Clarke, the Mechanical Superintendent of the Northern and North Western Railways was appointed arbitrator and in August 1883 he went to Fort William to inspect the equipment. He was accompanied by James Crossen, the car builder of Cobourg, Ontario, who acted in a similar capacity with respect to the cars on the line. Mr. Clarke made a thorough investigation and on September 15th presented his valuations, which were slightly higher than the offer made by W. C. Van Horne, general manager of the C.P.R.

		<i>C.P.R. Offer</i>	<i>Clarke's Valuation</i>	
1.	Intercolonial	\$1,700	\$2,700	
2.	Intercolonial	1,700	3,200	
3.	Intercolonial	1,700	3,000	
4.	Intercolonial	1700	2,900	
4.	Dubs & Co.	4,100	4,000	
5.	Dubs & Co.	4,100	4,200	
6.	Portland	4,100	4,500	
1.	Kingston	4,900	4,800	
2.	Kingston	5,200	5,150	
5.	Kingston	4,900	5,000	
8.	Kingston	5,200	5,300	
6.	"Sitting Bull"	Pittsburgh	4,600	4,800
1.	"Countess of Dufferin"	Baldwin	5,600	5,800
1.	"J. G. Haggart"	Baldwin	5,600	5,700
3.	"Jas. McKay"	Baldwin	5,600	6,200
4.	"Jas. M. Rowan"	Baldwin	5,600	6,200
2.	"Jos. Whitehead"	Baldwin	5,600	6,200
7.	"Jos. Brophy"	Baldwin	5,400	5,500
5.	"Empress of India"	Baldwin	5,600	6,100

### Pacific Section

In order to satisfy the Province of British Columbia, construction eastward from the Pacific coast was started at an early date. Several contracts were awarded to Andrew Onderdonk covering the building of 212 miles from Port Moody to Savona's Ferry. He had the financial backing of Darius Ogden Mills, and they organized the construction firm of D. O. Mills & Company. Much of the early equipment came from the Virginia & Truckee Railroad which was controlled by Mills.

Nine locomotives were used on this contract and their wanderings make an interesting story and show how even the wisest of men can make mistakes. When the Canadian Pacific Railway took over this part of the line, it would not accept the nine locomotives as they were thought to be worn out and worthless. The government then kept them and shipped them east to the Intercolonial Railway where they ran for many years. One of the old Virginia & Truckee engines continued in service until 1926, just forty years after Van Horne claimed it was fit only for scrapping.

### Locomotives

- |   |                         |  |      |
|---|-------------------------|--|------|
| 1. "Yale"   | 2-6-0    16x22"    48"  | Union Iron Works #13<br>San Francisco.   | 1869 |
| <p>Bought 1880, formerly Virginia &amp; Truckee RR #3, the "Storey." Landed at Emory, B. C. in the autumn of 1880.<br/>         1887 became Intercolonial Railway #188.<br/>         1912 became Intercolonial Railway #1023.<br/>         1913 became Canadian Government Rys. #1023.<br/>         1914 rebuilt to 0-6-0, 16x24", 49" drivers. Given a new tender with sloping tank, and the old tender was sold to the Maritime Coal, Railway &amp; Power Co.<br/>         1920 became Canadian National Rys. 7062.<br/>         1920 scrapped.</p> |                         |  |      |
| 2. "Emory (Curly)"  | 0-4-0T    14x20"    42" | Marschuetts & Cantrell<br>San Francisco. | 1879 |

There are many stories about this locomotive, some of them quite untrue. Especially one that it was used by Count de Lesseps on the early building of the Panama Canal. Actually, it was in service in British Columbia before the canal was started. Another unlikely story is that it was first used by Henry Meiggs at Callao, Peru. Most accounts state that it was built by the Union Iron Works of San Francisco but it does not appear in the records of that company and Mr. Gilbert H. Kneiss is of the opinion that it was built by Marschuetts & Cantrell. It was first used on the building of the San Francisco sea wall and when it arrived at Emory in the early spring of 1881, it was in very bad condition. The late Mr. E. E. Austin, former C.P.R. engineer, had the job of repairing it and this included turning the tires with emery wheels on an old car wheel trimming lathe, sent from the Virginia & Truckee, a job which took over a month. The correct name of this locomotive was Emory but it is better known by its nickname "Curly". This was given it by a machinist named McGowan, a connoisseur of Scotch whiskey. One day it moved accidentally while he (slightly the worse for wear) was working in front of it, nearly killing him, so he called it "damned old Curly" and the name stuck. In 1888 it was sold to the Hastings Saw Mill Company and continued as a working unit of that company's operations until 1926 when it was reconditioned by the C.P.R. and placed on exhibition in Hastings Park, Vancouver.

3. "New Westminster"      2-6-0    16x24"    48"    Baldwin #2198      1870  
 Bought 1882, formerly Virginia & Truckee RR #8, the "Humboldt."  
 1887 became Intercolonial Ry. #189.  
 1912 became Intercolonial Ry. #1024.  
 1913 became Canadian Government Rys. #1024.  
 1918 scrapped.
  
4. "Savona"      2-6-0    16x24"    48"    Baldwin #1947      1869  
 Bought 1883, formerly Virginia & Truckee RR #5, the "Carson."  
 1887 became Intercolonial Ry. #190.  
 1910 rebuilt to 0-6-0 16x24" 49" drivers.  
 1912 became Intercolonial Ry. #1025.  
 1913 became Canadian Government Rys. #1025.  
 1920 became Canadian National Rys. #7083.  
 1926 scrapped.  
 It was used as shunter at Amherst, Nova Scotia, between 1910 and 1926.
  
5. "Lytton"      2-6-0    16x24"    48"    Baldwin #2200      1870  
 Bought 1883, formerly Virginia & Truckee RR #7, the "Nevada."  
 1887 became Intercolonial Ry. #191.  
 1912 became Intercolonial Ry. #1026.  
 1913 became Canadian Government Rys. #1026.  
 1914 rebuilt to 0-6-0 16x24" 49" drivers. Equipped with new tender with sloping tank. Old tender was sold to the North Shore Railway, Beersville, N. B.  
 1917 sold to the Canadian Car & Foundry Co., Amherst, N. S. for scrap.
  
6. "Nicola"      4-4-0    16x24"    63"    Baldwin #7273      1884  
 1887 became Intercolonial Ry. #184.  
 1912 became Intercolonial Ry. #1119.  
 1913 became Canadian Government Rys. #1119.  
 1920 became Canadian National Rys. #236.  
 1925 scrapped.
  
7. "Kamloops"      4-4-0    16x24"    63"    Baldwin #7274      1884  
 1887 became Intercolonial Ry. #185.  
 1912 became Intercolonial Ry. #1078.  
 1914 scrapped.
  
8. "Shuswap"      4-4-0    16x24"    51"    Baldwin #7498      1884  
 1887 became Intercolonial Ry. #186.  
 1912 became Intercolonial Ry. #1079.  
 1915 sold to Kirk & Cook, contractors on the Saint John Valley Railway.
  
9. "Columbia"      4-4-0    16x24"    51"    Baldwin #7501      1884  
 1887 became Intercolonial Ry. #187.  
 1912 became Intercolonial Ry. #1080.  
 Rebuilt to 4-4-0, 17x24", 60" drivers.  
 1914 scrapped.

Additional information concerning the period of government construction of the Canadian Pacific Railway may be found in the following works:

"Steel of Empire"	J. Murray Gibbon
"History of the Canadian Pacific Railway"	H. A. Innis
"Canadian Railway Development"	N. Thompson and J. H. Edgar
"A History of Transportation in Canada"	G. P. de T. Glazebrook
"The Railway Builders"	O. D. Skelton



# CANADIAN PACIFIC RAILWAY COMPANY

## List of Locomotives

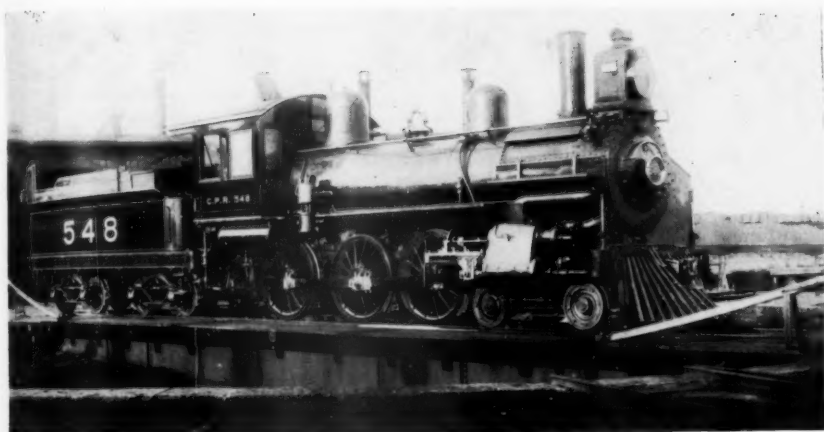
SERIES I—1881-1905

1 to 6	4-4-0	17x24" 67" B. nos. 391-393, 405-407 1905: re# 68 to 73	Portland	1881-2
7	4-4-0	16x22" 62" ex Gov. #7 sc. 1896	Neilson	1858
8	4-4-0	16x22" 62" ex Gov. #8 sc. 1899	Dubs & Co.	1873
9	4-4-0	16x24" 62" ex Gov. #9 sc. 1899	Portland #131	1868
10	4-4-0	16x22" 62" ex Gov. #10 sc. 1899 Nos. 7 to 10 taken over from government in 1882.	Portland #236	1873
11 to 16	4-4-0	16x24" 62" B. Nos. 79-82, 78, 77. Bought 1881, ex Grand Trunk Ry. Nos. 96-101.	Kingston	1870
17	4-4-0	17x24" 62" ex Gov. #2. Sc. 1901.	Kingston	1880
18	4-4-0	17x24" 62" ex Gov. #5. Sc. 1901.	Kingston	1877
19	4-4-0	16x24" 62" ex Gov. #6. Sc. 1897.	Portland	1858
2nd 7 to 18	0-6-0	18x26" 51" B. Nos. 1333-1344. 1902: re# 2104 to 2115.	C.P.R.	1901
20 to 44	4-4-0	17x24" 62" 1903: No. 29 sold. 1905: others re# 131 to 154.	Dubs & Co.	1882
45 to 49	4-4-0	17x24" 58" B. Nos. 550-553, 558. 1905: No. 46 re# 77. 1902: others scrapped.	Pittsburgh Nos. 46 & 48—62" drivers.	1882
50 to 53	4-4-0	17x24" 62" B. Nos. 1338-1341. Bought by the then allied St. Paul, Minneapolis & Manitoba RR and immediately re-sold to the C.P.R. 1905: No. 51 re# 78. 1902: others scrapped.	Danforth	1882
2nd 52 to 54	4-4-0	17x24" 63" B. Nos. 1651-1653. 1902: acquired through purchase of the Ottawa Northern and Western Ry. 1905: re# 79 to 81.	Rhode I.	1886
54 to 59	4-4-0	17x24" 62" B. Nos. 2926-2927, 2940, 2942-2944. Bought by St. P.M. & M.R.R. for C.P.R. 1899: Nos. 55, 58 scrapped. 1900: Nos. 54, 56, 57 scrapped. 1902: No. 59 scrapped.	Rogers	1882

60 to 61	4-4-0	17x24" 62" Rhode I. B. Nos. 1081, 1090. Scrapped 1898.	1882
62 to 71	4-4-0	17x24" 62" Kingston 1883: Nos. 68 & 71 re# 239 & 255. 1894: No. 65 scrapped. 1905: others re# 22-24, 44, 25-27.	1882
2nd 68	4-4-0	17x24" 62" Kingston Ex Govt. #1. 1902: No. 68 scrapped.	1879 .....
2nd 71	4-4-0	17x24" 62" Kingston Ex Govt. #8. 1905: No. 71 re# 28.	1881
72 and 73	2-6-0	18x24" 51" Cooke B. Nos. 1251-1252. Scrapped 1902.	1882
74 to 93	4-4-0	17x24" 62" Rhode Island Nos. 88, 89, 91 had 60" drivers. No. 92 had 69" drivers. B. Nos. 1201-1204, 1248-1253, 1260-1264, 1258-1259, 1222, 1223, 1268. 1901: Nos. 88, 89 scrapped. 1905: Others re# 169 to 183, 60-61, 184.	1882
2nd 89	4-4-0	1902: Acquired and scrapped; no information available.	
94	4-4-0	17x24" 60" Rogers #2897 Sc. 1904.	1881
95	4-4-0	17x24" 62" Pittsburgh #247 Ex Govt. #6. Sc. 1896.	1879
2nd 95	4-4-0	17x24" 62" Rogers Acquired in 1896, original owner unknown. 1905: Re# 76.	1882
96	4-4-0	17x24" 62" Rogers #2899 Sc. 1904.	1882
97 to 99	4-4-0	17x24" 62" Rhode Island B. Nos. 1269 to 1271. 1905: Nos. 97 and 98 re# 185-186.	1883
100 to 103	0-4-0T	16x22" 50" Rhode Island B. Nos. 1254-1256, 1240. 1883: Nos. 101-103 re# 119, 118, 302. 1902: No. 100 re# 1999.	1882
2nd 101 to 103	0-6-0	17x24" 51" Hinkley Nos. 101-102 ex Nos. 300-301. 1902: re# 2005 to 2007.	1882
104 to 110	0-6-0	17x24" 51" Hinkley No. 109 had 48" drivers. No. 110 ex #305. 1902: re# 2008 to 2014.	1882-3
111	4-4-0	16x24" 57" Hinkley Sc. 1898.	1881

882	112	4-4-0	16x24" 57"	Hinkley	1881
882	113	4-4-0	17x24" 62" Sc. 1893.	Baldwin #1849	1869
879	114	2-6-0	18x22" 57"	?	
881			Acquired in 1884 through purchase of the Manitoba South Western Colonization Railway but the motive power was owned by the Oregon & Transcontinental RR which apparently had an interest in the M.S.W.C. Ry. 1896: No. 114 sold to the Lake Manitoba Railway & Canal Co. #1.		
882	2nd 111 to 112	Shay	15x17" 40"	Lima	1901-2
882	2nd 113	4-4-0	1902: Re# 1901-1902.		
859,			Acquired in 1893 or 1894. Scrapped 1896. Details lacking.		
ail-	115	0-4-0T	15x22" 51" Ex #304.	Baldwin #4703	1879
881	116	0-4-2T	16x24" 48" Ex #303.	Danforth #1149	1879
879			1898: Reclassified as Shop Tool. 1902: Re# 1908.		
882	117 to 119	0-4-0T	16x22" 51" B. Nos. 1240, 1256, 1255. Ex Nos. 302, 102, 101. No. 119: 50" drivers. 1901: #117 scrapped. 1903: #119 sold.	Rhode Island	1882
882	120 to 130	4-4-0	17x24" 62" B. Nos. 1339-1349. 1899: #122 scrapped. 1905: Others re# 159 to 168.	Rhode Island	1883
883	2nd 122	4-4-0	17x24" 68" 1900: Ex Manitoba & North Western Ry. #7. 1905: Re# 244.	Rhode Island #2034	1888
882	131 to 142	4-4-0	17x24" 62" B. Nos. 3321-3325, 3327, 3329-3334. 1905: Re# 187 to 198.	Rogers	1883
882	143	4-4-0	17x24" 60" Ex Govt. #1.	Baldwin	1879
42-3	144	4-4-0	17x24" 60" Ex Govt. #2.	Baldwin	1878
881	145	4-4-0	17x24" 60" Ex Govt. #3.	Baldwin	1879
	146	4-4-0	17x24" 60" Ex Govt. #4.	Baldwin	1879
	147	4-4-0	17x24" 62" Ex Govt. #5.	Baldwin	1879

148	4-4-0	17x24" 60"	Baldwin	1878
		Ex Govt. #7.		
149	4-4-0	16x22" 62"	Dubs & Co.	1872
		Ex Govt. #4. Sc. 1895.		
150	4-4-0	16x22" 62"	Dubs & Co.	1872
		Ex Govt. #5. Sc. 1895.		
151	4-4-0	15x24" 57"	Baldwin	1871
		Ex Govt. #1.		
152	4-4-0	16x22" 62"	Fox, Walker	1869
		Ex Govt. #1.		
153	4-4-0	16x22" 62"	Fox, Walker	1869
		Ex Govt. #2.		
154	4-4-0	16x22" 62"	Fox, Walker	1869
		Ex Govt. #3.		
155	4-4-0	16x22" 62"	Fox, Walker	1869
		Ex Govt. #4.		
1887: Nos. 152-155 rebuilt to 0-6-0 17x24" 51" by CPR. 1897: No. 151 sold to Columbia River Lumber Co. On exhibition in Winnipeg as "CPR No. 1— "COUNTESS OF DUFFERIN" since 1910. 1902: Nos. 152-154 re# 2015-2017. 1902: #155 scrapped. 1905: Nos. 143, 145, 147, 148 re# 18 to 21.				
The following locomotives were acquired in 1884 from the Toronto, Grey & Bruce Railway.				
156	4-4-0	11x18" 42"	Avonside	1870
		Ex TG&B #6.		
157	4-4-0	16x22" 62"	Montgomery	1874
		Ex TG&B #29. Sc. 1895.		
158	4-4-0	16x22" 62"	Montgomery	1874
		Ex TG&B #30. Sc. 1890.		
159	2-6-0	14x20" 42"	Avonside	1871
		Ex TG&B #8.		
160	4-6-0	11x18" 42"	Avonside	1870
		Ex TG&B #11. Sc. 1887.		
161	4-4-0	11x18" 42"	Avonside	1871
		Ex TG&B #12.		
162	4-4-0	11x18" 42"	Avonside	1871
		Ex TG&B #13. Sc. 1888.		
163	2-6-0	14x20" 42"	Avonside	1871
		Ex TG&B #14. Sc. 1888.		
Nos. 157-158 Originally Intercolonial Ry. Nos. 75-76. 1889: #156 sold to the Pontiac & Renfrew Railway. #1. 1892: #159 sold to Parry Sound Colonization Railway. #2. #161 sold to United Counties Railway, #2.				



Collection of O. S. A. LaVallee and C. P. Ry.

#548 Can. Pac. Ry. (Serial 1146)—1891

Equipped in 1901—#548 was the first locomotive in North America to be equipped with the "Schmidt Smokebox Superheater." Re# 392 in 1905 and #7292—Later 292 in 1912 it was scrapped in 1929.



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C.P.R. #614 built by the road in 1892, 18x24" 51"





Collection of Ry. & Loco. Hist. Soc.  
C.P.R. built by the road in 1893, 19x22" 62"



Collection of Ry. & Loco. Hist. Soc.  
C.P.R. #634 ready to leave Vanceboro, Me. Built by the road in 1894, 18x24" 62"

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164 to 169	2-8-0	16x20" 42" Baldwin	1874
		B. Nos. 3524, 3525, 3551, 3552, 3626, 3640. Ex TG&B Nos. 15 to 20. 1897: #169 scrapped. 1898: #165 scrapped. 1899: Nos. 164, 166-168 scrapped.	
170 to 177	4-4-0	17x24" 62" Baldwin	1873
		B. Nos. 3419, 3422, 3426, 3425, 3420, 3436, 3454, 3468. Ex TG&B Nos. 21 to 28. Originally Grand Trunk Railway. 1905: Re# 52 to 59.	
2nd 156, 158	4-4-0	18x22" 69" Rhode Island	
		B. Nos. 1358, 1359. Ex South Eastern Railway Nos. 29, 30. 1892: Rented from the Montreal & Atlantic Railway. 1902: Returned to the M&A Ry.	
2nd 157, 159	4-4-0	Acquired 1896; scrapped 1901. Details lacking.	
3rd, 156, 158	4-4-0	17x24" 57" Kingston	1886
		B. Nos. 321, 322. 1902: Ex Pontiac Pacific Junction Railway Nos. 3, 4. 1905: Re# 49, 50.	
2nd 160	4-4-0	16x24" 62" Baldwin #3976	1876
		Sc. 1902.	
2nd 162	4-4-0	16x24" 62" Portland #326	1875
		Sc. 1898.	
2nd 163	4-4-0	16x24" 62" Kingston	1882
		Sc. 1898. 1889: Ex International & Megantic Railways Nos. 1 to 3.	
The following locomotives were acquired in 1884 from the Credit Valley Railway.			
178 to 179	4-4-0	17x24" 69" Portland #296, 298	1874
		Ex CVR #1, 2. 1905: Re# 103 and 104.	
180 to 184	4-4-0	17x24" 62" Kingston	
		Built: 1879—#180. 1881—#181, 182. 1882—#183, 184. B. Nos. 199, ? , 237, 225, 226. Ex CVR Nos. 8, 14 to 17. 1905: #184 re# 43. Others scrapped 1897-99.	
185 to 188	4-4-0	16x24" 69" Kingston	1881
		B. Nos. 233-236. Ex CVR Nos. 18 to 21. 1896: #185 scrapped. 1905: Nos. 186 to 188 re# 13 to 15.	
189 to 190	4-4-0	16x24" 69" Manchester	1880
		B. Nos. 836-837. 1899: Scrapped.	
191 to 193	4-4-0	17x24" 62" Brooks	1873
		Ex CVR Nos. 3 to 5. 1903: #192 sold. 1905: Nos. 191, 193 re# 16 and 17.	

194	4-4-0	16x24" 63" Origin unknown. Ex CVR #266. 1891: Scrapped.	
195	4-4-0	15x22" 63" Origin unknown. Ex CVR #6. 1888: Scrapped.	
196	4-4-0	16x24" 50" Danforth Ex CVR #584. 1888: Scrapped.	
197	4-4-0	12x18" 48" Norris Originally the "Jason C. Pierce" of the Champlain & Saint Lawrence RR. 1837 Sold in 1850 to the St. Lawrence & Industrie Village Railway. 1881: Became Quebec, Montreal, Ottawa & Occidental Ry. #33. 1882: Became North Shore Railway #1. 1885: Became CPR #197. 1889: Sold to the L'Assomption Railway.	
2nd 180	4-4-0	18½x26" 69" Schenectady #5345	1900
2nd 181	4-4-0	18½x26" 69" Brooks #3448 1903: From Rutland RR, Nos. 188-189. 1905: Re# 298 and 299.	1900
2nd 189	4-4-0	17x24" 60" Kingston #292 or #293 1900: From Manitoba & North Western Ry. No. 3 or 4. 1905: Re# 51.	1884
2nd 194 to 196	4-6-0	20&30x24" 57" C.P.R. B. Nos. 1233 to 1235. 1905: Re# 340 to 342.	1897
197 to 199	4-6-0	20&30x24" 62" C.P.R. B. Nos. 1236 to 1238. 1905: Re# 497 to 499.	1897
200	4-6-0	19x24" 62" C.P.R. #1239	1897
2nd 201 and 202	4-6-0	19x24" 62" C.P.R. #1240-41 1905: Re# 494 to 496.	1897
2nd 203 to 208	4-6-0	19x24" 60" C.P.R. #1279-84 #206—20x24" cylinders. 1905: Re# 825 to 827, 830, 828, 829.	1899
The following locomotives, Nos. 201 to 228 were acquired in 1881 from the Canada Central Railway.			
201	0-4-0T	16x24" 48" Danforth #1149 1882: Re# 303. Ex CCR #1.	1879
202 to 204	4-4-0	17x24" 62" Danforth 1145-6, 1057 1892: #203 sold to United Counties Railway #3. 1895: #204 scrapped. 1896: #202 scrapped. Ex CCR Nos. 2 to 4.	1879
205	4-4-0	16x24" 62" Danforth #1133 Ex CCR #5. Scrapped 1895.	1878
206 and 207	4-4-0	17x24" 62" Danforth #1147-48 Ex CCR #6 and 7. 1895: Scrapped.	1879

208	4-4-0	15x20" 62"	Birkenhead	1854
		Ex CCR #8. Originally Grand Trunk Ry. #37. Scrapped 1888.		
209 and 210	4-4-0	16x24" 62"	Portland #216-217	1870
		Ex CCR #9 and 10. 1889: #210 sold to Great North West Central Ry. #1. 1897: No. 209 scrapped.		
211	4-4-0	16x24" 62"	Danforth	1878
		Ex CCR #11. 1889: Sold to Great North West Central Ry. #2.		
212-213	4-4-0	17x24" 62"	Pittsburgh	1873
		Ex CCR #12 and 13. 1897: Scrapped.		
214	4-4-0	17x24" 62"	Grant	1873
		Ex CCR #14. 1897: Scrapped.		
215 and 216	4-4-0	17x24" 62"	Pittsburgh	1873
		Ex CCR #15 and 16. 1892: #215 sold to New Glasgow Iron, Coal & Rail- way #2. 1897: #216 scrapped.		
217 and 218	4-4-0	17x24" 62"	Brooks	1873
		Ex CCR #17 and 18. 1897: Scrapped.		
		NOTE: Nos. 212 to 218 were built originally for the United States Rolling Stock Company.		
219	4-4-0	17x24" 62"	Portland	1873
		Ex CCR #19.		
220 and 221	4-4-0	17x24" 62"	Portland	1872
		Ex CCR #20 and 21. Probably originally Grand Trunk Railway. 1889: No. 221 sold. Great North West Central Ry. #3. 1895: #219 scrapped. 1896: #220 scrapped.		
222 and 223	4-4-0	16x22" 62"	Montgomery	1874
		Ex CCR #22 and 23. Originally Intercolonial Railway. 1895: Scrapped.		
224 and 225	2-6-0	18½x22" 55"	Dickson	1870
		Ex CCR #24 and 25. 1887: #224 scrapped. 1888: #225 scrapped.		
226 to 228	4-4-0	16x24" 63"	Taunton	1870
		Ex CCR #26 to 28. B. Nos. 494, 498, 506. Nos. 226 to 228 were still broad gauge (5'6") when acquired by the CPR; used as such in construc- tion service and converted in 1883. Scrapped: 1895.		
2nd 201	4-4-0	15x22" 63"	Baldwin #416	1851
		1882: Ex #253. Scrapped 1895.		

2nd 209 to 211	4-4-2	13½x23x26" 84"	C.P.R. #1295-97	1899
		The only Atlantic type engines owned by CPR. 1905: Re# 1000 to 1002.		
2nd 212 to 227	4-6-0	20x24" 69"	C.P.R.	1899
		B. Nos. 1298-1303, 1323-1332. 1905: Re# 831 to 846.		
229 to 233	4-4-0	17x24"	Dubs & Co.	1882
		Originally numbered erroneously #35 to 39 duplicating numbers already assigned. 1901: #229 sold Quebec Southern Ry. #106. 1905: Others re# 155 to 158.		
2nd 229	4-4-0	18x24" 62"	Rhode Island	1891
		1902: Ex Ottawa Northern & Western Ry. #3. 1905: Re# 220.		
234 to 239	4-4-0	17x24" 62"	Kingston	1882
		No. 239 originally #68. 1905: Re# 45 to 48, 29, 30.		
		The following locomotives, Nos. 240 to 253, were acquired in 1882 from the Quebec, Montreal, Ottawa & Occidental Ry.		
240 to 243	4-4-0	16x24" 69"	Manchester	1876
		Ex QMO&O #13 to 16. B. Nos. 740 to 743. Scrapped: 1897-#242; 1898-#243; 1902-#240. 1905: #241 re# 11.		
244 to 249	4-4-0	17x24" 62"	Manchester	1876-7
		Ex QMO&O 9-12, 17, 18. B. Nos. 736 to 739, 752, 753. 1905: #244 sold to New Brunswick Southern Ry. #6. 1905: Nos. 245 and 249 sold. 1901: Nos. 246 and 247 scrapped. 1905: #248 scrapped.		
250 and 251	4-4-0	15x22" 69"	Portland #336, 338	1876
		Ex QMO&O #1 and 3. 1895: Scrapped.		
252	0-4-0	15x22" 51"	Baldwin #4703	1879
		Ex QMO&O #31. 1882: Re# 304.		
253	4-4-0	15x22" 63"	Baldwin #416	1851
		Ex QMO&O #35. Originally Vermont Central RR #17 "Burlington" re: "White River." 1882: Re# 201.		
2nd 252 and 253	4-4-0	17x24" 62"	Rogers	1882
254	4-4-0	17x24" 62"	Rogers	1882
		B. Nos. 3108, 3109, 3111. 1893: Scrapped.		
255	4-4-0	17x24" 62"	Kingston	1882
		1883: Ex 1st #71. 1905: Re# 31.		

1889	256 to 270	4-4-0	17x24" 62" Kingston B. Nos. 245 to 259. Scrapped: 1898-#258, 268; 1899-#259; 1900-#261. 1905: Others re# 32 to 42.	1883
1899	271 to 273	4-4-0	17x24" 69" Rogers B. Nos. 3318-3320. 1905: Re# 100 to 102.	1883
1882 ting	274 to 283	4-4-0	17x24" 62" Hinkley 1897: #283 wrecked at Stittsville, Ont. 1905: Others re# 122 to 130.	1883
1891	284	4-4-0	14x24" 68" Danforth Originally Camden & Amboy RR #23. 1878: Laurentian Railway "J. M. Pangman." Ownership acquired by CPR in 1882 but it had been rented in 1881 to the South Eastern Ry. as #23 "Yamaska," to run on the Ice Railway between Montreal and Longueuil. 1887: Scrapped. Never ran as a CPR engine.	1858
were awa	2nd 284	4-4-0	18x24" 69" Rhode Island #2653 1900: Ex Manitoba & North Western Ry. #8. 1905: Re# 219.	1891
1876	285	4-4-0	17x24" 69" C.P.R. #1001 First locomotive built by the Canadian Pacific Rail- way. 1905: Re# 85.	1883
76-7	286 to 294	4-4-0	17x24" 62" C.P.R. #1002-1010 1905: Re# 105 to 113.	1883
. #6.	295 to 299	4-4-0	17x24" 69" C.P.R. #1011-15 1905: Re# 86 to 90.	1883
	300 and 301	0-6-0	17x24" 51" Hinkley Re# 101-102.	1882
1876	302	0-4-0T	16x22" 51" Rhode Id. #1240 Ex #103. Re# 117.	1882
1879	303	0-4-0T	16x24" 48" Danforth #1149 Ex #201. Re# 116.	1879
	304	0-4-0	15x22" 51" Baldwin #4703 Ex #252. Re# 115.	1879
1851	305	0-6-0	17x24" 51" Hinkley Re# 110.	1883
gton"	2nd 300 to 305	4-4-0	19x22" 69" C.P.R. #1016-21 Nos. 302 and 305—18x24" cylinders. 1905: Re# 260, 261, 267, 262, 263, 268.	1884
1882	306 to 308	4-4-0	19x22" 69" C.P.R. #1022-24 1905: Re# 264 to 266.	1886
1882	309 to 311	4-4-0	18x24" 69" C.P.R. #1025-27 1905: Re# 269 to 271.	1887
1882	312 to 315	2-8-0	20x26" 48" Baldwin B. Nos. 7434, 7444, 7976, 7975. 1905: Re# 1318 to 1321.	1884-6

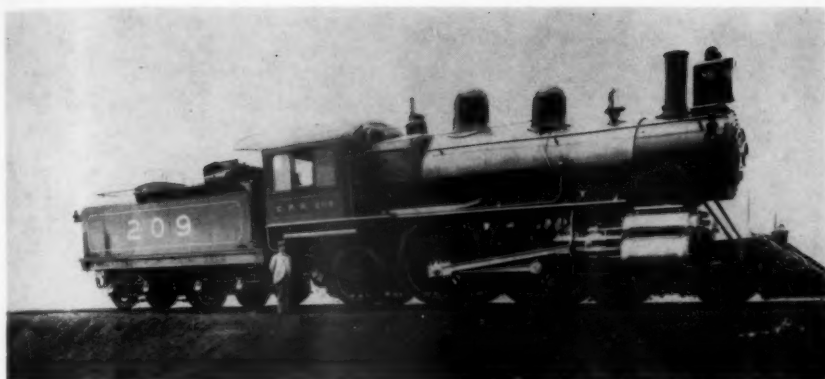
316	2-8-0	20x26" 51"	C.P.R. #1062	1887
		1902: Re# 406.		
2nd 316	2-8-0	20x26" 48"	C.P.R. #1210	1896
		1902: Re# 951.		
317 to 319	2-8-0	20x26" 48"	C.P.R.	1897-8
		B. Nos. 1225, 1226, 1252.		
		1902: Re# 952 to 954.		
The following locomotives, Nos. 320 to 330, were acquired in 1885 from the St. Lawrence & Ottawa Railway.				
320	4-4-0T	17x24" 64"	Slaughter, Gruning & Co. 1862	
		Originally North London Railway No. 30.		
		1874 re# N.L.Ry. No. 101.		
		1876 sold to Ebbw Vale Steel & Iron Co.		
		1879 sold to St. Lawrence & Ottawa Ry., No. 11,		
		"Chaudiere."		
		1892 scrapped.		
321 and 322	4-4-0	17x24" 60"	Taunton #520, 596	1871-3
		Ex StL&O #8, 9.		
		1889: #321 sold.		
		1890: #322 sold to Parry Sound Colonization Ry. #1.		
323 and 324	4-4-0	16x22" 66"	Portland	
		Ex StL&O #4 and 5.		
		Probably old Grand Trunk Railway originally.		
		1891: #324 sold, Great Eastern Ry. #4.		
		1895: #323 scrapped.		
325	4-4-0	15x24" 60"	Portland	
		Ex StL&O #3.		
		1894: Scrapped.		
326	4-4-0	15x24" 60"	Kingston	1879
		Ex StL&O #10.		
		1888: Scrapped.		
327	4-4-0	14x20" 56"	Hinkley #526	1854
		Ex StL&O #2.		
		1887: Scrapped.		
328	0-4-0T	13x18" 42"	Portland #327	1875
		Ex StL&O #1.		
		1895: Sold.		
329 and 330	4-4-0	15x22" 60"	Kingston #54, 53	1866
		Ex StL&O #7, 6.		
		1887: Scrapped.		
2nd 320	2-8-0	20x26" 48"	C.P.R. #1253	1898
		1902: Re# 955.		
2nd 321 to 330	0-6-0	18x24" 51"	C.P.R. #1211-20	1896
		1902: Re# 2025 to 2034.		

The following locomotives, Nos. 331 to 350, were acquired in 1885 from the North Shore Railway (Quebec).

887	331	0-4-0T	14x18" 44" Ex NSR #3. 1897: Scrapped.	Portland #328	1876
896	332	4-4-0	11x16" 54" Ex NSR #2. Originally the "Montreal" of the Champlain & St. Lawrence RR. 1861: Sold to St. Lawrence & Industrie Village Ry. As "Laprairie." 1881: Became Quebec, Montreal, Ottawa & Occidental Ry. #34. 1882: North Shore Railway #2. 1885: C.P.R. #332. 1887: Scrapped.	Baldwin #265	1846
97-8	333 and 334	4-4-0	15x22" 68" Ex NSR #4, 5. Scrapped: #333-1895; #334-1897.	Portland #337, 339	1876
vere awa	335 and 336	4-4-0	17x24" 62" Ex NSR #14, 15. Scrapped: 1897.	Portland #350-351	1878
862	337 to 339	4-4-0	17x24" 69" Ex NSR 16 to 18. 1897: Scrapped.	Kingston	1878
11,	340 and 341	4-4-0	17x24" 62" Ex NSR #10 and 11. 1898: #340 sold. Quebec & Lake St. John Ry. #11. 1897: #341 scrapped.	Kingston	1879
71-3	342 and 343	4-4-0	17x24" 69" Ex NSR #12 and 13. 1901: Scrapped.	Kingston	1879
#1.	344	4-4-0	16x24" 62" Ex NSR #21. 1897: Scrapped.	Kingston	1880
1879	345 to 348	4-4-0	16x24" 62" Ex NSR #6 to 9. 1893: #346 sold. Scrapped: 1897-#348; 1899-#347; 1901-#345.	Portland #318-321	1876
1854	349 and 350	4-4-0	17x24" 62" Ex NSR #19 and 20. 1899: #349 scrapped. 1905: #350 sold.	Portland #322, 324	1877
1875	2nd 331 to 341	0-6-0	18x24" 51" B. Nos. 1264 to 1268; 1307 to 1312. 1902: Re# 2035 to 2039; 2057 to 2062.	C.P.R.	1898-99
1866	2nd 342 to 344	0-6-0	18x26" 51" 1902: Re# 2101 to 2103.	C.P.R. #1304-6	1900
1898	351 to 360	4-4-0	17x24" 62" B. Nos. 1030-1034, 1043-47. Nos. 351 to 354-62"; Nos. 355 to 358-57" 359 and 360-69". 1897: #354 scrapped. 1905: Others re# 230 to 236, 91, 205.	C.P.R.	1886
1896					
vere way					

361 to 370	4-4-0	17x24" Kingston	1886
		B. Nos. 300 to 309. Nos. 363, 364—57"; 361, 362, 365, 368—62"; 366, 367, 369, 370—69". 1902: #370 scrapped. 1905: Others re# 116 to 120, 97, 98, 121, 99.	
371 to 373	4-4-0	17x24" 62" C.P.R.	1886
		B. Nos. 1035 to 1037. 1905: Re# 237 to 239.	
374 to 378	4-4-0	17x24" 69" C.P.R.	1886
		B. Nos. 1038 to 1042. 1905: Re# 92 to 96.	
379 to 391	4-4-0	17x24" 69" C.P.R.	1887
		B. Nos. 1052 to 1061, 1064 to 1066. 1905: Re# 206 to 218.	
392 to 394	4-4-0	17x24" 62" C.P.R.	1887
		B. Nos. 1067 to 1069. 1905: Re# 114, 115, 240.	
395 to 400	4-4-0	17x24" 69" C.P.R.	1888
		B. Nos. 1070 to 1075. 1905: Re# 272 to 277.	
401 to 404	2-8-0	19x22" 51" C.P.R.	1886
		B. Nos. 1048 to 1051. 1905: Re# 1300 to 1303.	
405, 406	2-8-0	19x24" 51" C.P.R.	1887
		B. Nos. 1063, 1062. No. 406 re# from #316 in 1902. 1905: Re# 1304, 1305.	
407		(Vacant)	
408 and 409	2-6-0	18x26" 51" C.P.R.	1888
		B. Nos. 1080, 1081. 1905: Re# 1244, 1245.	
410 to 422	2-6-0	18x24" 57" C.P.R.	1888
		B. Nos. 1076 to 1079, 1082 to 1090. 1905: Re# 1246 to 1249, 1205 to 1213.	
423 to 432	2-6-0	18x24" 57" Kingston	1888-89
		B. Nos. 355 to 364. #430 had 59" drivers. 1905: Re# 1229 to 1238.	
433 and 434	2-6-0	18x24" 57" C.P.R.	1889
		B. Nos. 1091, 1092. 1905: Re# 1227, 1228.	
435 to 438	4-6-0	18x24" 57" C.P.R.	1889
		B. Nos. 1108 to 1111. 1905: Re# 300 to 303.	
439 to 442	4-6-0	19x24" 69" C.P.R.	1889
		B. Nos. 1112 to 1115. 1905: Re# 805 to 808.	
443 to 455	2-6-0	18x24" 57" C.P.R.	1888-89
		B. Nos. 1093 to 1105. #452 had 59" drivers. 1905: Re# 1214 to 1226.	

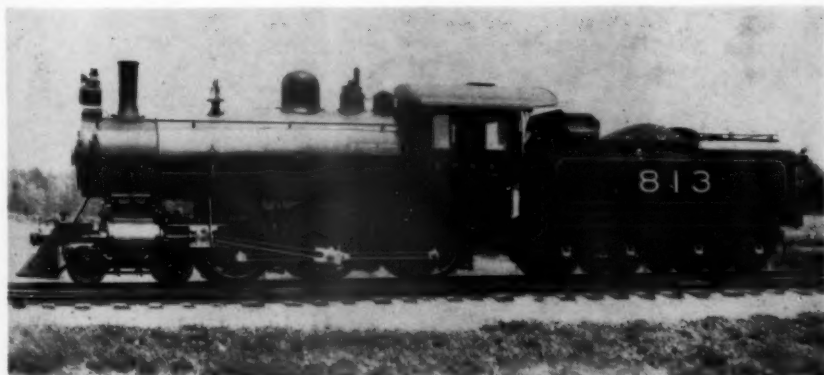




Collection of O. S. A. LaVallee and C. P. Ry.

C.P.R. #209

The classic "Atlantic" type was to be found in Nos. 209-211, three engines built in 1899 especially for the Montreal-Ottawa service. Actually, they were built to offer speedy competition to similar engines on the paralleling Canada Atlantic Railway and speeds they attained and records they broke are legendary. They established basic running times between Canada's metropolis and its Capital which have been but slightly exceeded in the ensuing fifty years.



Collection of O. S. A. LaVallee and C. P. Ry.

C.P.R. #813

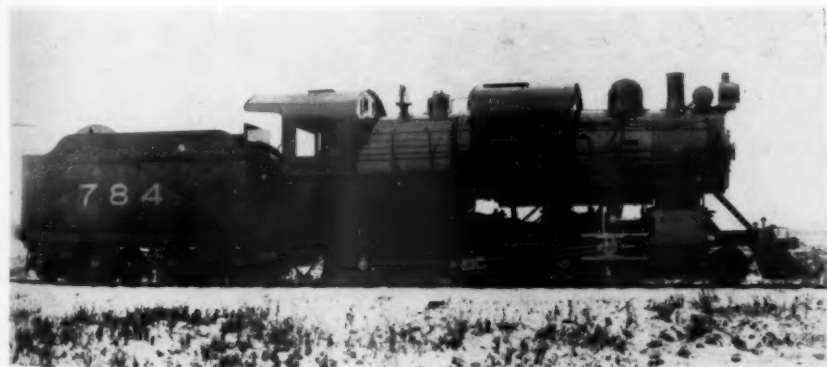
This engine, later 862 and 2062, represents the C.P.R.'s Passenger Ten-Wheeler, Class E. Though more than four hundred low-wheeled 4-6-0's of Class D remain, the scrapping of #2113 and four sister engines in 1949 closed the books on this one-popular passenger engine type. No. 813's 70-inch drivers enabled it to turn in a good performance as an all-around passenger engine.

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Collection of Ry. & Loco. Hist. Soc.

According to the sign on the box cars, two carloads of Hartt shoes are about to leave Fredericton for Winnipeg, via the C. P. R.



Collection of O. S. A. LaVallee and C. P. Ry.

C. P. R. #784

The Canadian Pacific Railway's first camelback, #1026, built by Richmond in 1899, was followed in 1905 by five 4-6-0 camelbacks built by the Canadian Pacific Railway. They were numbered 780 to 784. In 1907, however, due to the decline in popularity of the camelback type, they were rebuilt to conventional engines and renumbered between 790 and 794. Nos. 791 and 793 are still in use (1950).

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456	4-6-0	20x22"	57"	C.P.R.	1889
457	4-6-0	19x24"	69"	C.P.R.	1889
458	4-6-0	19x24"	69"	C.P.R.	1889
459	4-6-0	20x22"	75"	C.P.R.	1889
		B. Nos. 1106, 1107, 1116, 1117. 1905: Re# 800, 809, 810, 801.			
460 to 464	2-6-0	18x24"	57"	Kingston	1890
		B. Nos. 370 to 374. 1905: Re# 1239 to 1242.			
465 to 476	4-6-0	18x24"		C.P.R.	1890-91
		B. Nos. 1118 to 1129. Nos. 465 to 470—57"; 471 to 476—62". 1905: Re# 304 to 309, 360 to 365.			
477 to 479	4-6-0	18x24"	62"	Kingston	1890
		B. Nos. 395, 396, 424. 1905: Re# 310 to 312.			
		The following interesting group of locomotives, Nos. 480 to 533, were acquired in 1890 from the New Brunswick Railway, of which George A. Haggerty was Locomotive Superintendent. (Bulletin 17).			
480	4-4-0	15x22"	63"	Manchester #930	1881
		Ex NBR #1. Sc. 1895.			
481	4-4-0	15x22"	63"	Manchester #931	1881
		Ex NBR #2. Sc. 1895.			
482	4-4-0	15x22"	63"	Manchester #932	1881
		Ex NBR #3. Sc. 1897. Originally Nos. 1 to 3 of the Aroostook River Railroad.			
483	4-4-0	15x24"	60"	Portland #344	1877
		Ex NBR #4.			
484	4-4-0	15x24"	60"	Portland #348	1877
		Ex NBR #5. Sc. 1895.			
485	4-4-0	15x22"	63"	Portland #341	1877
		Ex NBR #6. Sc. 1895.			
486	4-4-0	15x22"	63"	Portland #342	1877
		Ex NBR #7. Sc. 1895. Originally Nos. 4 to 7 built for the Windsor Branch of the Western Counties Railway. Bought by the New Brunswick & Canada Railway in 1880. 1894: #483 changed to 2nd #514.			
487 and 488	4-4-0	16x22"	62"	Kingston #55, 63	1866
		Ex NBR #8 and 9. Originally Nova Scotia Ry. Nos. 21 and 22. 1875: Windsor & Annapolis Ry. Nos. 1 and 2. Bought by New Brunswick Ry. in 1881. Scrapped in 1895.			

489	4-4-0	14x22" 60"	Portland #92	1857
		Ex NBR #12. Originally "Manners Sutton" of the New Brunswick & Canada Ry. Scrapped 1895.		
490 and 491	4-4-0	14x22" 63"	Portland #170, 194	1871
		Ex NBR #13, 14. Originally "Aroostook" and "St. Andrews" of the New Brunswick & Canada Ry. Scrapped in 1895 and 1897.		
492	4-4-0	15x22" 63"	Fleming	—
		Ex NBR #15. Probably built originally for the New Brunswick section of the European & North American Ry. and bought about 1882 from the Intercolonial Railway. Scrapped 1895.		
493	4-4-0	14x22" 60"	Portland #101	1858
		Ex NBR #16. Originally the "Shamrock" of the NB&CRy. Sc. 1895.		
494	4-4-0	16x22" 60"	Dubs & Co.	1873
		Ex NBR #17. Ex Saint John & Maine Ry. #4. Originally from Intercolonial Railway. Sc. 1895.		
495	4-4-0	16x24" 60"	Portland #133	1866
		Ex NBR #18. Originally "W. H. Wickham" of the New Brunswick & Canada Railway. Scrapped 1895.		
496	4-4-0	16x24" 63"	Manchester #1143	1883
		Ex NBR #19. Scrapped 1897.		
497	4-4-0	16x24" 60"	Portland #360	1880
		Ex NBR #20. Originally "Houlton" of the NB&CRy. 1897: Re# 2nd 519.		
498	4-4-0	13x20" 60"	Portland #98	1857
		Ex NBR #21. Originally "Thistle" of the NB&CRy. Scrapped 1895.		
499	4-4-0	16x24" 68"	Baldwin #2449	1871
		Ex NBR #22. Originally #8 "Alex. Jardine" of the Saint John & Maine Ry. Scrapped 1896.		
500	4-4-0	16x22" 62"	Kingston #76	1875
		Ex NBR #23. Originally Nova Scotia Ry. #25; bought from Inter- colonial Ry. in 1882. 1891 sold to Kent Northern Ry. #2.		
501	4-4-0	17x24" 63"	Sharp, Stewart #3033	1882
		Ex NBR #24. Formerly #5 Saint John & Maine Ry. Scrapped 1896.		
502	4-4-0	15x24" 63"	Portland #152	1871
		Ex NBR #25. Formerly St. J. & M. Ry. #3 "William Parks." Sc. 1895.		

503	4-4-0	16x24" 68" Ex NBR #26. Formerly St. J. & M. Ry. #7 "Thos. R. Jones." Sc. 1895.	Baldwin #2448	1871
504	4-4-0	16x24" 62" Ex NBR #27. Sc. 1896. Originally "Carleton" of the N.B.&C.Ry.	Portland #132	1865
505	4-4-0	15x22" 60" Ex NBR #28. Sc. 1895. Originally "Oromocto" of the Fredericton Railway.	Portland #343	1877
506	0-4-0	14x22" 50" Ex NBR #29. Sc. 1895. Originally #6 "La Tour" of the St. John & Maine Ry.	Baldwin #2521	1871
507	4-4-0	13x22" 63" This locomotive had more changes of ownership than any other in Canada: 1869: Western Extension Ry. #1. 1872: European & North American Ry. #1. 1877: Fredericton Ry. #2. 1887: New Brunswick Ry. #30. 1890: Canadian Pacific Ry. #507. 1890: Willard Kitchen Co. #1. 1890: Tobique Valley Ry. #1. 1890: Cornwallis Valley Ry. #1. 1892: Windsor & Annapolis Ry. #13. 1894: Dominion Atlantic Ry. #1. 1912: Scrapped.	Rogers #1691	1869
508 to 510	4-4-0	17x24" 62" Ex NBR #34 to 36. 1905: Re# 62 to 64.	Manchester #1247-9	1885
511 to 513	4-4-0	16x22" 66" Ex NBR #37 to 39. Scrapped: #511 and 512—1904. #513—1901.	Manchester #1250-2	1885
514	4-6-0	19x22" 54" Ex NBR #40. Sc. 1894. Bought by the NBR in 1885 probably from the Penn- sylvania RR.	Baldwin	—
2nd 514	4-4-0	15x24" 60" Ex NBR #4. Sc. 1905. Ex #483.	Portland #344	1877
515 to 517	4-4-0	17x24" 62" Ex NBR #41 to 43. 1905: Re# 65 to 67.	Manchester #1254-6	1885
518 to 520	4-4-0	16x24" 69" Ex NBR #44 to 46. 1905: #518 re# 2; #520 re# 12. 1897: #519 scrapped.	Manchester #1257-9	1885
2nd 519	4-4-0	16x24" 60" Ex NBR #20. 1897: Ex #497. Sc. 1905.	Portland #360	1880

521 to 524	4-4-0	18x24" 62" Ex NBR #47 to 50. 1905: Re# 250 to 253.	Manchester #1398-1401	1888
525 to 527	4-4-0	17x24" 60" Ex NBR #51-53. 1905: Re# 241 to 243.	Kingston #379 to 381	1889
528 to 530	4-4-0	17x24" 62" Ex NBR "Aroostook," "Caribou," "Houlton." #529—Drivers enlarged to 72". 1905: Nos. 528 and 530 re# 74, 75. 1899: #529 sold to Brockville, Westport & North Western Ry. #4 and finally became Canadian Northern Ry. #51.	Mason #716-8-7	1885
531 to 533	0-4-4	12x16" 36" Ex NBR #3, 4, 5. Narrow gauge (3'6"). Fairlie type. Retired in 1881. Scrapped in 1895.	Mason #509-10-26	1873
2nd 483	4-4-0	Acquired about 1895; scrapped 1897. Details lacking.		
2nd 480 to 492	4-6-0	13½x23x24" 62" B. Nos. 15470 to 15479, 15521, to 15523. 1905: Re# 478 to 490.	Baldwin	1897
2nd 493 to 495	4-6-0	19x24" 56" B. Nos. 2994—2996. 1905: Re# 322 to 324.	Rhode Island	1898
2nd 496	4-6-0	18x24" 56" Origin unknown. 1905: Re# 325.	Rhode Island	1898
2nd 497 to 504	2-8-0	19x24" 51" Nos. 499 to 504 changed to 20x30x24". Company records show these as bought from "M.W. Ry."; probably Montreal & Western Ry. which may have had borrowing power that the C.P.R. wanted to use.	Baldwin	1898
2nd 505 and 506	2-6-0	18x24" 60" B. Nos. 1648-49. Ex Manitoba & North Western Ry. #5 and 6. Acquired in 1900. 1905: re# 1200 and 1201.	Rhode Island	1886
2nd 507	4-4-0	17x24" 60" Probably ex Man. & N. W. Ry. #3 or #4. See 2nd #189. Scrapped 1902.	Kingston #292 or 293	1884
2nd 531	2-6-0	18x24" 62" 1900: Ex Man. & N. W. Ry. #9. 1905: Re# 1202.	Rhode Id. #2652	1891
2nd 532 and 533	4-6-0	18x24" 57" Originally Keokuk & Western RR Nos. 3 and 1.	Rogers #5133-31	1898

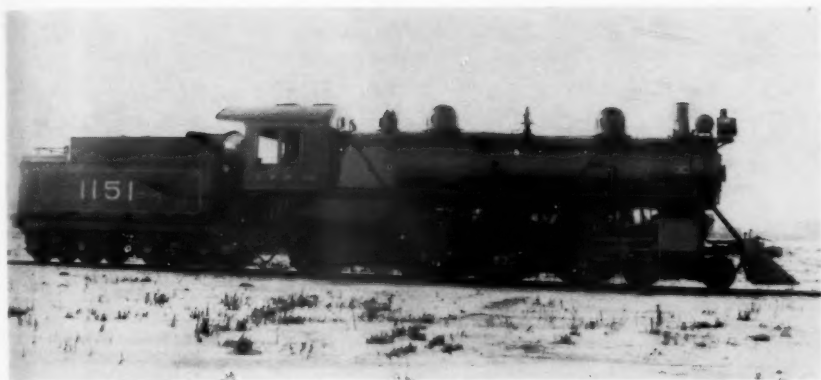


534 to 550	4-6-0	18x24" 62" C.P.R. B. Nos. 1132 to 1148. Nos. 541 to 545—19&29x24". No. 548 was first superheated locomotive in North America (1901). 1905: Re# 380 to 383, 427, 384, 385, 430, 386 to 394.	1891
551 to 553	4-6-0	19x24" 69" C.P.R. #1149-51 1905: Re# 811, 812, 815.	1891
554 and 555	4-6-0	18x24" 69" C.P.R. #1152-53 1905: Re# 813 and 814.	1891
556 to 565	4-6-0	18x24" 62" Rhode Island B. Nos. 2654 to 2663. No. 562—19&28x24". Nos. 564 and 565; 13&22x24". 1905: Re# 350 to 359.	1891
566 to 575	4-6-0	13&22x24" 62" Baldwin B. Nos. 12168, 12173, 12180, 12195, 12208-210, 12214, 12215, 12218. 1905: Re# 366 to 375.	1891
576 to 579	4-6-0	13&22x24" 57" Kingston B. Nos. 423, 424-427. 1905: Re# 313 to 316.	1891
580 to 584	0-6-0	18x24" 51" C.P.R. B. Nos. 1154-56, 1175-76. 1902: Re# 2051 to 2055.	1891-2
585 to 602	4-6-0	18x24" 62" C.P.R. B. Nos. 1157 to 1174. 1905: Re# 395 to 398, 431, 399 to 403, 428, 404 to 410.	1892
603 to 607	4-6-0	18x24" 57" Kingston B. Nos. 428 to 432. 1905: Re# 317 to 321.	1892
608 to 613	4-6-0	18x24" 62" C.P.R. B. Nos. 1177 to 1182. 1905: Re# 432, 411 to 415.	1892
614	0-6-0	18x24" 51" C.P.R. #1183 1902: Re# 2056.	1892
615 to 623	4-6-0	18x24" 62" C.P.R. B. Nos. 1184-88, 1190-93. 1905: Re# 416 to 424.	1892-3
624	4-6-4T	19x22" 62" C.P.R. #1194 1905: Re# 1950.	1893
625 to 627	4-6-0	19x24" 69" C.P.R. B. Nos. 1189, 1195, 1196. 1905: Re# 820 to 822.	1893
628 to 638	4-6-0	18x24" 62" C.P.R. B. Nos. 1197-99, 1202-09. 1905: Re# 425, 429, 426, 433 to 440.	1893-94

639 to 668	4-6-0	19&29x24" 62" C.P.R. B. Nos. 1221-24, 1227-32, 1242-51, 1254-63. 646 to 648—13½&23x24". 1905: Re# 441, 442, 450-54, 475-77, 455-74.	1897-98
669 to 683	2-8-0	20¼&33x26" 51" Richmond B. Nos. 2696 to 2710. No. 683—21&33x26". 1902: Re# 1001 to 1015.	1898
684 to 703	2-8-0	14&24x24" 51" Baldwin B. Nos. 15766-70, 15796-800, 15817-26. 1902: Re# 901 to 920.	1898
704 to 713	2-8-0	21&33x26" 57" C.P.R. B. Nos. 1269 to 1278. 1902: Re# 1028 to 1037.	1898
714 to 725	2-8-0	21&33x26" 57" Richmond B. Nos. 2794 to 2805. 1902: Re# 1016 to 1027.	1899
726 to 731	2-8-0	21&33x26" 57" Kingston B. Nos. 464 to 469. 1902: Re# 1048 to 1053.	1899
732 to 738	2-8-0	20x26" 51" Baldwin B. Nos. 16459 to 16465. 1902: Re# 1076 to 1082.	1899
739 to 748	2-8-0	21&33x26" 57" C.P.R. B. Nos. 1285 to 1294. Nos. 739, 740—20x26". 1902: Re# 1038 to 1047.	1899
749 to 754	2-8-0	21&33x26" 57" Kingston B. Nos. 479 to 484. 1902: Re# 1054 to 1059.	1899
755 to 764	2-8-0	22&35x26" 57" Kingston B. Nos. 486 to 495. 1902: Re# 1126 to 1135.	1900
765 to 776	2-8-0	22&35x26" 57" Richmond B. Nos. 2977 to 2988. 1902: Re# 1136 to 1147.	1900
777 to 786	2-8-0	22&35x26" 57" C.P.R. B. Nos. 1313 to 1322. 1902: Re# 1148 to 1157.	1900-1
787 and 788	2-8-0	22&35x26" 57" Kingston B. Nos. 498, 499. 1902: Re# 1060, 1061.	1900
789 to 800		(Vacant)	
801 to 824	4-6-0	20x26" 69" C.P.R. B. Nos. 1345 to 1368. Nos. 807 to 809—22&33x26". 1905: Re# 850 to 873.	1902-3
825 to 856	4-6-0	20x26" 69" North British 1905: Re# 874 to 905.	1903

857 to 866		(Vacant)	
867 to 881	4-6-0	22&35x26" 69" Schenectady Builder's records show incorrect road numbers: 857-60; 851-56; 861-65. B. Nos. 28569-72; 26119-21; 28566-68; 28573-77. 1905: Re# 906 to 917.	1902-3
882 to 900		(Vacant)	
901 to 920	2-8-0	21&33x24" 51" Baldwin B. Nos. 15766-70; 15796-800; 15817-26. 1902: From Nos. 684 to 703. 1905: Re# 1350 to 1369.	1898
921 to 925		(Vacant)	
926 to 945	4-6-0	22&35x26" 62" Schenectady B. Nos. 26747 to 766. 1905: Re# 500 to 519.	1902
946 to 950		(Vacant)	
951 to 955	2-8-0	20x26" 49" C.P.R. B. Nos. 1210, 1225-6, 1252-53. Nos. 954-55—51¾" drivers. 1902: From Nos. 316 to 320. 1905: Re# 1330 to 1334.	1896-7-8
956 to 960		(Vacant)	
961 to 980	4-6-0	22&33x26" 63" Saxon B. Nos. 2827 to 2846. 1905: Re# 540 to 559.	1903-4
981 to 1000	4-6-0	22&33x26" 63" North British 1905: Re# 520 to 539.	1903
1001 to 1015	2-8-0	20¼&32x26" 51" Richmond B. Nos. 2696 to 2710. #1015—21&33x26". 1902: From Nos. 669 to 683. 1905 Re# 1335-1348, 1349.	1898
1016 to 1027	2-8-0	21&33x26" 57" Richmond B. Nos. 2794 to 2805. 1902: From Nos. 714 to 725. 1905: Re# 1420 to 1431.	1899
1028 to 1047	2-8-0	21&33x26" 57" C.P.R. B. Nos. 1269 to 1278; 1285 to 1294. Nos. 1038 and 1039—20x26". 1902: From Nos. 704 to 713; 739 to 748. 1905: Re# 1400-1409; 1418-1419; 1410-1417.	1898-9
1048 to 1061	2-8-0	21&33x26" 57" Kingston B.Nos. 464 to 469; 479 to 498-499. 1902: From Nos. 726-731; 749-754; 787-788. 1905: Re# 1432 to 1445.	1899-1900
1062 to 1075		(Vacant)	
1076 to 1082	2-8-0	20x26" 51" Baldwin B. Nos. 16459 to 16465. 1902: From Nos. 732 to 738. 1905: Re# 1380 to 1386.	1899

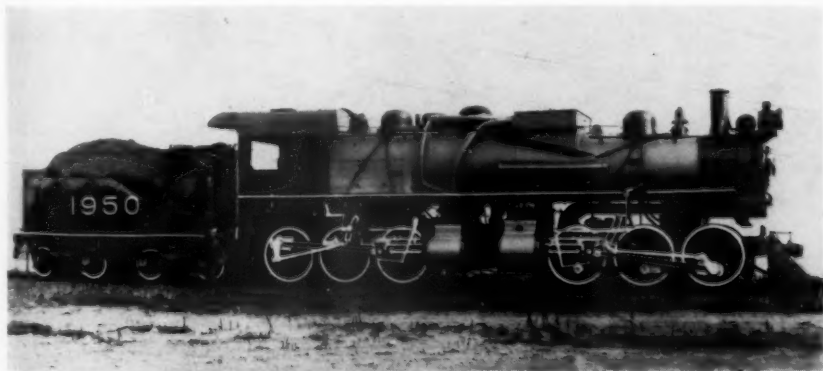
1083 to 1096	2-8-0	22&35x26" 57"	Kingston	1902-3-1
		B. Nos. 569-576; 580-581; 553-556. 1905: Re# 1482 to 1495.		
1097 to 1126		(Vacant)		
1126 to 1135	2-8-0	22&35x26" 57"	Kingston	1900
		B. Nos. 486 to 495. 1902: From Nos. 755-764. 1905: Re# 1472 to 1482.		
1136 to 1147	2-8-0	22&35x26" 57"	Richmond	1900
		B. Nos. 2977 to 2988. 1902: From Nos. 765 to 776. 1905: Re# 1460 to 1471.		
1148 to 1157	2-8-0	22&35x26" 57"	C.P.R.	1900-1
		B. Nos. 1313 to 1322. 1902: From Nos. 777 to 786. 1905: Re# 1450 to 1459.		
1158 to 1175		(Vacant)		
1176 to 1179	4-6-0	21x28" 61"	Rogers	1902
		B. Nos. 5740 to 5743. 1905: Re# 796 to 799.		
1180 to 1200		(Vacant)		
1201 to 1242	2-8-0	22&35x28" 57"	Schenectady	1901-2
		B. Nos. 25092-99, 26422-31; 25802-13; 26107-18. 1905: Re# 1550 to 1591.		
1243 to 1299		(Vacant)		
1300 to 1337	4-6-0	22&35x30" 62"	Schenectady	1903
		B. Nos. 28374; 28337 to 28373. 1905: Re# 560-597.		
1338 to 1495		(Vacant)		
1496 to 1505	2-8-0	22&35x26" 57"	Canada Foundry	1904-5
		B. Nos. 830 to 839. 1905: Same numbers in 1905 series.		
1506 to 1599		(Vacant)		
1600 to 1609	2-8-0	21x28" 57"	Montreal	1904
		B. Nos. 29863 to 29872. Same numbers in 1905 series.		
1610 to 1619	2-8-0	21x28" 57"	Kingston	1904
		B. Nos. 638; 629-637. Same numbers in 1905 series.		
1620	2-8-0	21x28" 57"	Montreal	1904
		B. No. 29873. Same number in 1905 series.		
1621 to 1640	2-8-0	21x28" 57"	Schenectady	1904
		B. Nos. 30273 to 30292. Same numbers in 1905 series.		



Collection of O. S. A. LaVallee and C. P. Ry.

C. P. R. #1151

This engine was the second Pacific type built by the Company in 1906 for heavy passenger work. Relegated to secondary passenger duties and local wayfreight work with the advent of heavier Pacific and Hudson types, this engine, now designated as #2501, and the majority of its sister engines continue to form an important part of the motive power list, after forty-five years of service.



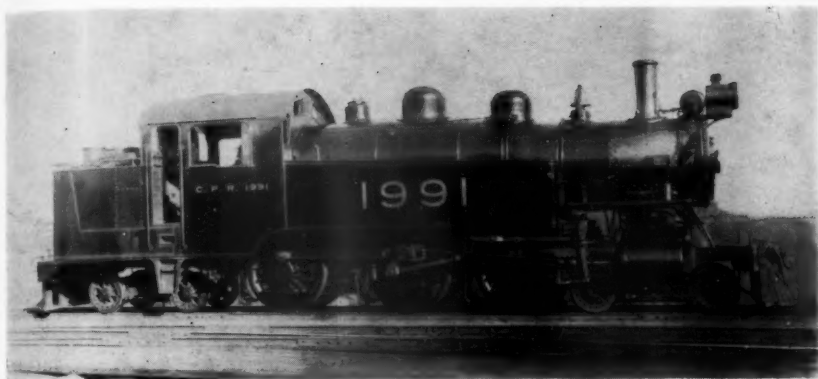
Collection of O. S. A. LaVallee and C. P. Ry.

C. P. R. #1950

To represent the articulated type of locomotive, the C.P.R. built six 0-6-6-0's between 1909 and 1911. Reversing the customary design, these engines had the driving units mounted in opposition to one another, thus grouping the cylinders at the center of the boiler. Various inconsistencies in the design resulted in their rebuilding, in 1916 and 1917, to engines of the 2-10-0 type, and in this modified form, they continue to serve as transfer engines in the Montreal Terminals.



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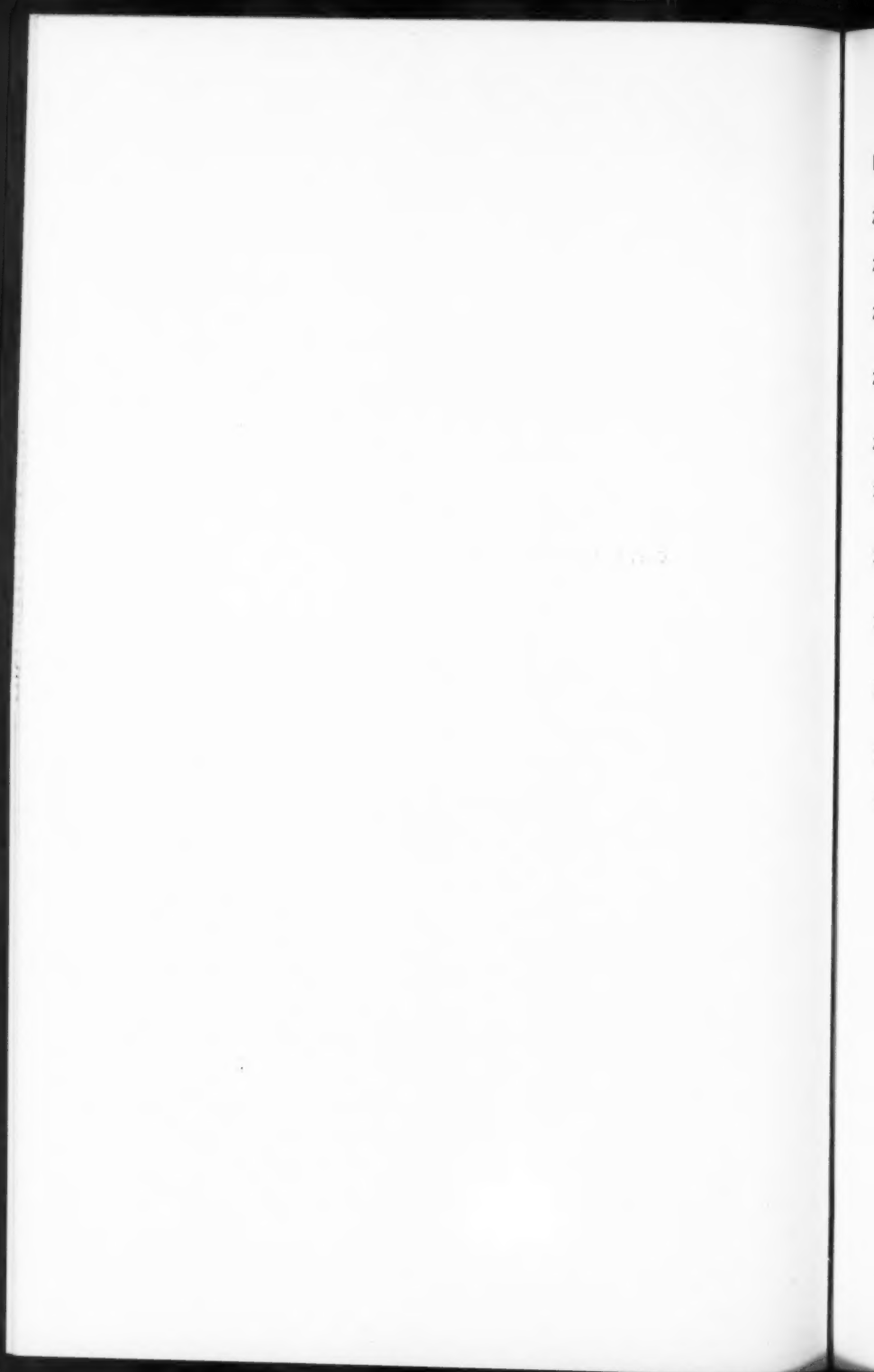


Collection of Ry. & Loco. Hist. Soc.  
C. P. R. #1991 built by the road in 1910, 20x26" 63"



Collection of O. S. A. LaValee and C. P. Ry.  
C. P. R. #2309

No. 2309, built by Baldwin in 1898 as a 2-8-0 type, No. 919, was converted in 1909 to 0-8-0 and renumbered to #2309. Renumbered in 1912 to #6809, this engine is still in use (1950) the last survivor of its sub-class, and oldest 0-8-0 on the system.





**In 1902, All Switching Locomotives Were Renumbered In The 2000's  
And These New Numbers Were Retained In The 1905 Series**

2005 to 2014	0-6-0	17x24" 51"	Hinkley	1882-3
		1902: From Nos. 101 to 110.		
2015 to 2017	0-6-0	17x24" 51"	C.P.R.	1887
		1902: From Nos. 152 to 154.		
2025 to 2034	0-6-0	18x24" 52"	C.P.R.	1896
		B. Nos. 1211 to 1220.		
		1902: From Nos. 321 to 330.		
2035 to 2039	0-6-0	18x24" 52"	C.P.R.	1898
		B. Nos. 1264 to 1268.		
		1902: From Nos. 331 to 335.		
2045 to 2050	0-6-0	18x24" 52"	C.P.R.	1904
		B. Nos. 1385 to 1390.		
2051 to 2056	0-6-0	18x24" 52"	C.P.R.	1891-2
		B. Nos. 1154-56; 1175-76; 1183.		
		1902: From Nos. 580 to 584; 614.		
2057 to 2062	0-6-0	18x24" 52"	C.P.R.	1899-1900
		B. Nos. 1307 to 1312.		
		1902: From Nos. 336 to 341.		
2101 to 2103	0-6-0	18x26" 52"	C.P.R.	1900
		B. Nos. 1304 to 1306.		
		1902: From Nos. 342 to 344.		
2104 to 2115	0-6-0	18x26" 52"	C.P.R.	1901
		B. Nos. 1333 to 1344.		
		1902: From Nos. 7 to 18.		
2116 to 2130	0-6-0	18x26" 52"	C.P.R.	1903-4
		B. Nos. 1369 to 1383.		
2140 to 2142	0-6-0	18x26" 52"	Schenectady	1902
		B. Nos. 26270-72.		

## **CANADIAN PACIFIC RAILWAY**

### **Locomotives: Second Series of Road Numbers in Use From 1905 to 1912**

At the turn of the century it was realized that the old system of numbering was unsystematic and unsatisfactory. In 1902, a new series was set up, on paper, with the locomotives grouped according to wheel arrangement, but, after some of the 2-8-0, and all of the 0-6-0 types were renumbered, the plan was abandoned. A new series was set up in 1905, and the remainder of the locomotives were renumbered. It was thought that this new series would serve for many years, but only three years later it was found that all the numbers allotted to the 4-6-0 type were used up and it was necessary to jump the numbering sequence of these engines from about No. 780 to No. 2600.

When the second series was set up, the 4-6-0 and 2-8-0 types were the last word in modern motive power. In 1906 however, the first 4-6-2 type went into service, and four years later, the first engines of the 2-8-2 type were ordered for delivery in 1912. It was obvious that a third renumbering would soon become necessary. A start was made in 1911, and the surviving 4-4-0 type engines were renumbered from 1 upward, in exactly the same sequence as they occurred in the 1905 series. After a few were actually renumbered a change was made, and the 4-4-0 type was sub-divided according to the diameter of the driving wheels. The 1911 numbers are not shown in the 1905-1912 section but will be shown as a separate list at the beginning of the 1912 list.

As this roster will be used frequently to identify photographs, the reader is cautioned that many photographs of 4-4-0 type locomotives taken about 1905 cannot be positively identified, as in many cases it is impossible to determine whether the number shown in the photograph is of the first, or second series.

Engines numbered between 1310 and 1317 (formerly 497 to 504 inclusive) cannot be traced in the builder's records. The C.P.R., records indicate that they were acquired from the "M.W.Ry." which might be Montreal & Western, or Minneapolis & Western. As Mr. Fisher has pointed out, the only thing of which we can really be sure is that they did not come from the Mount Washington Railway. A careless clerk neglected to write the name in full, and future generations of railway historians will rise up and call him not blessed.

# **CANADIAN PACIFIC RAILWAY**

## **List of Locomotives**

### **Series II—1905-1912**

#### **KEY TO WHEEL ARRANGEMENTS AND CLASS DESIGNATION:**

Class "A" — 4-4-0  
 "B" — 4-4-0  
 "C" — 4-6-0  
 "D" — 4-6-0  
 "E" — 4-6-0  
 "F" — 4-4-2  
 "G" — 4-6-2  
 "J" — 2-6-0

Class "L" — 2-8-0  
 "M" — 2-8-0  
 "N" — 2-8-0  
 "R" — 0-6-6-0  
 "S" — 0-12-0 (Geared)  
 "T" — Tank locomotives.  
 "U" — 0-6-0  
 "V" — 0-8-0

1	A1a	15x24" 60" 1881 Ex #514. Scrapped 1905.	Portland #344
2	A1b	16x24" 69" 1885 Ex #518. Sc. 1909.	Manchester #1257.
3	A1c	16x24" 62" 1880 Ex #519. Sc. 1905.	Portland #360.
4	A1d	16x24" 62" 1877 Ex #350. Sc. 1905.	Portland #324.
5 and 6	A1e	16x22" 66" 1885 Ex Nos. 511-512. Sc. 1904.	Manchester #1250-51.
7 to 10	A2a	16x24" 62" 1873-5 B. Nos. 736-7, 752-3. Ex Nos. 244-5, 248-9. 1905: #7 sold New Brunswick Southern Ry. #6. 1905: Nos. 8 to 10 scrapped.	Manchester.
11	A2b	16x24" 69" 1873 Ex #241. Sc. 1909.	Manchester #741.
12	A2c	16x24" 66" 1885 Ex #520. Sold 1906.	Manchester #1259.
13 to 15	A2d	16x24" 69" 1881 Ex Nos. 186 to 188. #13 sc. 1908. #14-15 sc. 1910.	Kingston #234 to 236.
16 and 17	A2e	16x24" 62" 1873 Ex Nos. 191, 193. Sc. 1909 and 1910.	Brooks.
18 to 21	A2f	17x24" 62" 1879-78 B. Nos. 4860, 4516, 4714, ? Ex Nos. 143, 145, 147-48. #18 sc. 1910 #19 sc. 1909; #21 sc. 1912. #20 sold 1909 to Orford Mountain Ry. #3.	Baldwin.
22 and 23) 25 to 29 )	A3a	17x24" 63" 1882 Ex Nos. 62-63, 67, 69-71, 238. #25, 28 sc. 1910 #26 sc. 1913. 1912 Nos. 23, 26, 27, 29 re# 7040, 42, 43, 7044.	Kingston.

31 to 35) 37 to 42)	A3b	17x24" 63" 1882-3	Kingston. B. Nos. ? , 245, 246, 249, 251, 253-256, 258, 259. Ex Nos. 255 to 257, 260, 262, 264-267, 269, 270. Nos. 33-35, 37, 38, 40, 41 sc. 1911. 1912 Nos. 31, 32, 39, 42 re# 7046, 7047, 7049, 7050.
24, 30, 36,) ) 43.	A3c	17x24" 63" 1882-3	Kingston. B. Nos. ? , ? , 252, 226. Ex Nos. 64, 239, 263, 184. 1909 #43 scrapped. 1912 re# 7041, 7045, 7048.
44 to 48	A3d	17x24" 63" 1882	Kingston. Ex Nos. 66, 234 to 237. 1912 #44 re# 7051. Others scrapped 1909, 1911, 1910, 1909.
49 and 50	A3e	17x24" 63" 1891	Kingston #321-2. Ex Nos. 156, 158. 1912 re# 52, 53.
51	A3f	17x24" 60" 1884	Kingston. Ex #189. Sold in 1910.
52 to 59	A3g	17x24" 62" 1873	Baldwin. B. Nos. 3419, 3422, 3426, 3425, 3420, 3436, 3454, 3468. Ex Nos. 170 to 177. 1909 Nos. 54, 56, 58 scrapped. 1910 #55 sold; #57 scrapped. 1911 Nos. 52, 53, 59 scrapped.
60 to 61	A3h	17x24" 63" 1882	Rhode Id. #1222-3. Ex Nos. 91-92. 1907 #61 scrapped. 1912 #60 re# 7054.
62 to 67	A3j A3k	17x24" 63" 1885 17x24" 62" 1885	Manchester (Engs. 62, 65) Manchester (Engs. 63-64, 66-67). B. Nos. 1247-1249, 1254-1256. Ex Nos. 508-510, 515-517. Scrapped 1909: #67. Scrapped 1910: #62, 64, 65, 66. Scrapped 1911: #63.
68 to 73	A3l	17x24" 63" 1881	Portland. B. Nos. 391 to 393, 405 to 407. Ex Nos. 1 to 6. 1912: Nos. 69, 71 re# 7055, 7056. 1911: Nos. 68, 70, 72, 73 scrapped.
74 and 75	A3m	17x24" 63" 1885	Mason 716, 717. Ex Nos. 528, 530. 1912: #74 re# 5057; #75 scrapped.
76	A3m	17x24" 62" 1882	Rogers. Ex #95. Sc. 1911.
77	A3o	17x24" 63" 1882	Pittsburgh #551. Ex #46. Sc. 1908.
78	A3p	17x24" 63" 1882	Danforth #1338. Ex #51. Scrapped 1910.

79 to 81 A3q) A3r) A3s)		17x24" 63" 1886 Rhode Island #1651-53. Ex Nos. 52 to 54. 1912 re# 7058 to 7060.
85 to 96	A4a	17x24" 70" 1883-46 C.P.R. B. Nos. 1001, 1011 to 1015, 1046, 1038 to 1042. Ex Nos. 285, 295 to 299, 359, 374 to 378. Nos. 92 and 94 changed to A7a with 63" drivers and re# 245 and 246. 1911: #88 scrapped. 1912: Others re# 7001 to 7005, 6, 7007 to 7009.
97 to 99	A4b	17x24" 70" 1886 Kingston #305-6-8. Ex Nos. 366, 367, 369. 1912: re# 7010 to 7012.
100 to 102	A4c	17x24" 70" 1883 Rogers #3318-19-20. Ex Nos. 271 to 273. 1912: re# 7013 to 7015.
103 and 104	A4d	17x24" 70" 1874 Portland #296 to 298. Ex Nos. 178 to 179. 1911: #104 scrapped. 1912: #103 re# 7016.
105 to 115	A5a	17x24" 70" 1883-4 C.P.R. B. Nos. 1002 to 1010; 1067, 1068. Scrapped: 1906: #115; 1910: Nos. 107, 114. 1912: Others re# 61, 7062, 63, 7064 to 7066, 67, 68.
116 to 121	A5b	17x24" 63" 1886 Kingston #300-304, 307. Ex Nos. 361 to 365, 368. 1912: re# 7069, 70, 7071 to 7074.
122 to 130	A5c	17x24" 63" 1883 Hinkley. Ex Nos. 274 to 282. 1912: re# 7075 to 7083.
145 to 147) 154 to 158)	A5d	17x24" 63" 1882 Dubs. Ex Nos. 35 to 37, 44, 230 to 233. Scrapped—1909: #146; 1910: #154. 1912: Nos. 145, 147 and 158 re# 7098, 7099, 7163. See A51 and A5m.
160 to 162) 164, 165, ) 167, 185. )	A5e	17x24" 63" 1883 Rhode Island. B. Nos. 1340, 1342, 1343, 1345, 1346, 1348, 1269. Ex Nos. 121, 123, 124, 126, 127, 129, 97. 1911: Nos. 161, 164, 167, 185 scrapped. 1912: Nos. 160, 162, 165 re# 7109, 7110, 7112. See also A51.
169 and 170) 172 ) 174 to 182 )	A5f	17x24" 63" 1882 Rhode Island. B. Nos. 1201-2, 1204, 1249 to 1253, 1260 to 1263. Ex Nos. 74, 75, 77, 79 to 87. 1909: #176 scrapped. 1910 #172 scrapped. Nos. 169, 170, 174, 175, 177 to 182 re# 7115-7116, 117, 118, 7119 to 7126.
183	A5g	17x24" 63" 1882 Rhode Island #1259. Ex #90. Scrapped 1910.

187, 189.) 192, 193.) 195, 196.)	A5h	17x24" 63" 1883	Rogers. B. Nos. 3321, 3323, 3327, 3329, 3331, 3332. Ex Nos. 131, 133, 136, 137, 139, 140. 1910: Nos. 189 and 192 scrapped. 1912: Others re# 129, 133, 135, 136. See also A5l.
199	A5j	17x24" 63" 1891	Rhode Island. 1911 from #220, A6c. 1912: re# 7139.
171, 173, 184	A5k	17x24" 63" 1882-3	Rhode Island. B. Nos. 1203, 1248, 1268. Ex Nos. 76, 78, 93. 1912: Re# 117, 118, 127.
188, 190.) 191, 197.)	A5k	17x24" 63" 1883	Rogers. B. Nos. 3322, 3324, 3325, 3333. Ex Nos. 132, 134, 135, 141. 1912: Re# 130, 131, 132, 137.
133 to 139) 141, 143, ) 144, 148, ) 151. )	A5l	17x24" 63" 1882	Dubs. Ex Nos. 22 to 28, 31, 33, 34, 38, 41. 1912: re# 86 to 92, 94, 96, 97, 100, 103.
186	A5l	17x24" 63" 1883	Rhode Island #1270. Ex #98. 1912: re# 128.
184	A5l	17x24" 63" 1883	Rogers #3330. Ex No. 238. 1912: re# 134.
131, 132.) 140, 142.) 149 150.) 152, 153.)	A5m	17x24" 63" 1882	Dubs & Co. Ex Nos. 20, 21, 30, 32, 39, 40, 42, 43. 1912: re# 84, 85, 94, 95, 101, 102, 104, 105.
159, 163.) 166, 168.)	A5m	17x24" 63" 1883	Rhode Island. B. Nos. 1339, 1344, 1347, 1349. Ex Nos. 120, 125, 128, 130. 1912: re# 108, 111, 113, 114.
198	A5m	17x24" 63" 1883	Rogers #3334. Ex #142. 1912: re# 138.
200 and 201	A5n	17x24" 63" 1888	Manchester #1401, 1400. 1911: From #253 and 252. 1912: re# 140, 141.
205 to 218	A6a	17x24" 70" 1886-7	C. P. R. B. Nos. 1047, 1052 to 1061, 1064 to 1066. Ex Nos. 360, 379 to 391. 1912: re# 17 to 30.
219	A6b	17x24" 70" 1891	Rhode Island #2653. Ex #284. 1912: re# 31.
220	A6c	18x24" 62" 1891	Rhode Island. Ex #229. 1911: re# 199, A5j.

230 to 240	A7a	17x24" 63" 1886-7 C.P.R. B. Nos. 1030-32, 1034, 1043-45, 1035-37, 1069. Ex Nos. 351-353, 355-358, 371-373, 394. 1912: re# 144 to 154.
245 and 246	A7a	17x24" 63" 1883 C.P.R. #1038, 1040. Renumbered from #92 and 94 prior to 1912 due to change of size of drivers. 1912: re# 158, 159.
241	A7b	17x24" 63" 1889 Kingston #379. Ex No. 525. 1912: re# 155.
242	A7c	17x24" 63" 1889 Kingston #380. Ex No. 526. 1912: re# 7156.
243	A7d	17x24" 69" 1883 Kingston #381. Ex No. 527. Scrapped 1910.
244	A7e	17x24" 63" 1888 Rhode Island #2034. Ex No. 122. 1912: re# 7157.
250 to 253	B1a	18x24" 63" 1888 Manchester 1398-1401. Ex Nos. 521 to 524. 1911: Nos. 252-3 rebuilt 17x24" and re# 201, 200. 1912: Nos. 250-1 renumbered 142, 143.
260 to 266	B2a	19x22" 70" 1884-86 C.P.R. B. Nos. 1016, 1017, 1019, 1020, 1022-24. Ex Nos. 300, 301, 303, 304, 306 to 308. 1912: re# 170 to 176.
267 to 276	B2b	18x24" 70" 1884-7-8 C.P.R. B. Nos. 1018, 1021, 1025-27, 1070-74. Ex Nos. 302, 305, 309-11, 395-99. 1912: re# 177 to 186.
277	B2c	18x24" 70" 1888 C.P.R. 1075. Ex No. 400. 1912: re# 187.
298	B9a	18½x26" 70" 1900 Schenectady #5345. Ex No. 180. 1912: re# 198.
299	B9b	18x26" 70" 1900 Brooks #3448. Ex No. 181. 1912: re# 199.
300 to 303	C1a	18x24" 58" 1889 C.P.R. #1108-11. Ex Nos. 435 to 438. 1909: #301 scrapped. 1912: Others re# 230, 231, 203.
310 to 312) 314 to 316) 319 and 320)	C1b	18x24" 58" 1890-1-2 Kingston. B. Nos. 395-96, 424, 425-27, 430, 431. Ex Nos. 477-479, 577-579, 605-606. 1910: #310 sold. 1911: Nos. 319 and 320 sold. 1912: Others re# 211, 212, 214-16. See also C1g.
322 to 325	C1c	18x24" 58" 1898 Rhode Island. B. Nos. 2994-6, ? Ex Nos. 493-496. 1912: re# 7220, 7221, 7222, 248.

326	C1d	18x24" 58" 1898	Rogers #5133. Ex No. 532. 1912: re# 224.
327	C1e	20&30x24" 58" 1898	Rogers #5131. Ex No. 533. 1912: re# 225.
304 to 309	C1f	18x24" 58" 1890	C.P.R. #118-23. Ex Nos. 465-470. 1912: re# 204 to 209.
313, 317, 318, 321.)	C1g	18x24" 58" 1891-2	Kingston. B. Nos. 423, 428, 429, 432. Ex Nos. 576, 603, 604, 607. 1912: re# 232 to 235.
340 to 342	C2a	20&30x24" 58" 1897	C.P.R. #1233-5. Ex Nos. 194-196. 1912: re# 240-242.
350 to 359	D1a D1b	18x24" 63" 1891	Rhode Island #2654-2663. Ex. Nos. 556 to 565. Nos. 354, 358, 359 were D1b. 1912: re# 250, 7251-2, 253, 7254-57, 258, 259.
360 to 365	D2a	18x24" 62" 1890-1	C.P.R. #1124-1129. Ex Nos. 471 to 476. 1912: re# 260 to 265.
366 to 375	D2b	18x24" 62" 1891	Baldwin. B. Nos. 12168, 12173, 12180, 12195, 12208-210, 12214, 12215, 12218. 1912: re# 7270-7279.
378	D2c	18x24" 63" 1889	C.P.R.
377	D2d	B. Nos. 1116, 1106, 1117.	
379	D2e	Ex. Nos. 810, 800, 801 same series. 1912: re# 267 to 269.	
380	D3a	19&29x24" 62" 1891	C.P.R. #1132. Ex No. 534. 1912: re# 7280.
381 to 430	D3b D3c D3d D3e	18x24" 62" 1891-3	C.P.R. B. Nos. 1133-35, 1137-38, 1140-48, 1157-60, 1162-66, 1168-74. 1178-82, 1184-88, 1190-93, 1197, 1199, 1136, 1167. 1198, 1139. All D3b except: D3c 18x24"—#392. D3d 20&30x24"—412, 427-429. D3e 18x24"—417. Ex Nos. 535-37, 539-40, 542-50, 585-88, 590-94, 596-602, 609-13, 615-23, 628, 630, 538, 595, 629, 541. 1912: re# 7281-91, 292, 7293-7316, 317, 318, 7319-20, 321, 7322-24, 325, 326, 7327-30.
431 432	D3f	19&29x24" 62" 1892	C.P.R. #1161, 1177. Ex Nos. 589, 608. 1912: re# 7331, 332.
433 to 440	D3h	18x24" 62" 1894	C.P.R. #1202-09. Ex Nos. 631 to 638. D3k was No. 436. 1910: #437 sold to Esquimalt & Nanaimo Railway. 1912: re# 7333 to 7340.

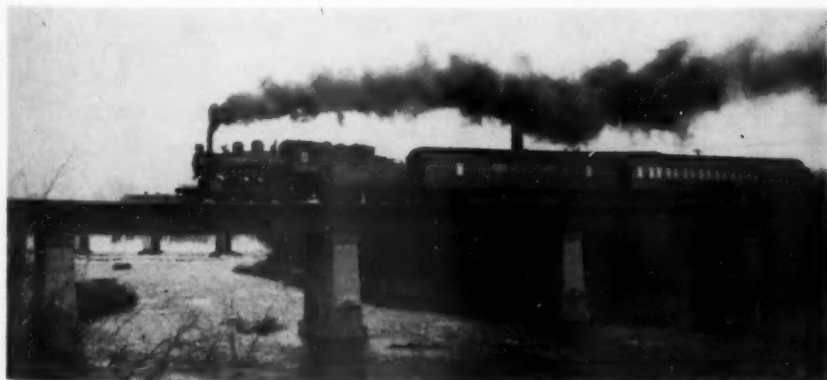




Collection of E. A. Toohey

C. P. R. #144—Chipman—N. B.—Class A-2g

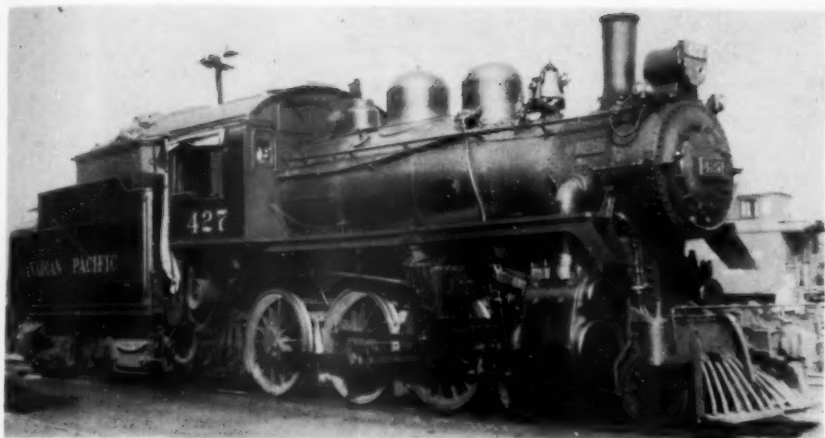
This engine, one of the last of two 4-4-0's in regular use on a public railway in Canada, is used, with its sister engine #136, on the Norton-Chipman Branch in New Brunswick.



Collection of O. S. A. LaVallee

C. P. R. #419 With St. Guillaume Train Crossing Yamaska River Bridge at Farnham—P. Q.





C. P. R. #427—Farnham—P. Q.—Class D-4g

Collection of E. A. Toohey



C. P. R. #1072—Outremont—Montreal—Class D-10k

Collection of E. A. Toohey

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441 and 442	D3j	19&29x24" 62" 1894 Ex Nos. 639, 640. 1912: re# 341, 7342.	C.P.R. #1221-22.
450 to 454	D4a	19&29x24" 62" 1897	C.P.R.
455 to 464	D4b	B. Nos. 1223-24, 1227-29, 1242-51. Ex Nos. 641-46, 649-58. 1910: #458 sold. 1912: Re# 350-57, 359-64.	
465	D4c	19&30x24" 62" 1897	C.P.R.
466 to 474	D4d	B. Nos. 1254-63. Ex Nos. 659 to 668. 1912: re# 365 to 374.	
475 to 477	D4e	19x24" 62" 1897 Ex Nos. 646-648. 1912: re# 375-377.	C.P.R. #1230-32.
478 to 490	D4f	19x24" 62" 1897 B. Nos. 15470-79, 15521-23. Ex Nos. 480-492. 1912: re# 378-390.	Baldwin.
494 to 496	D5a	19x24" 62" 1897 Ex Nos. 200-202. 1912: Same numbers.	C.P.R. #1239-41.
497 to 499	D5b	20&30x24" 62" 1897 Ex Nos. 197-199. 1912: Same numbers.	C.P.R. #1236-38.
500 to 519	D6a	22&35x26" 63" 1902 B. Nos. 26747-66. Ex Nos. 926-945. 1905-12: Many changed to 20x26". 1912: Same numbers.	Schenectady.
520 to 538	D6b	22&35x26" 63" 1903	North British.
539	D6c	Ex. Nos. 981-1000. 1905-12: Many changed to 20x26". 1912: Same numbers.	
540 to 559	D6d	22&35x26" 63" 1903-4 B. Nos. 2827-46. Ex Nos. 961-98. 1905-12: Many changed to 20x26". 1912: Same numbers.	Saxon.
560 to 597	D9c	21x30" 63" 1903 B. Nos. 28374, 28337-73. Ex Nos. 1300-37. 1912: Same numbers.	Schenectady.
600 to 624	D10d	22½x28" 63" 1907 B. Nos. 43067-91. 1910: #614 re# 780 and #780 re# 614.	Richmond.
2nd 614		22½x28" 63" 1907 1910: re# from 780. 1912: Same numbers.	Montreal #43124.
625 to 669	D10d	22½x28" 63" 1907 B. Nos. 43109-23, 42097-126. 1910: 641 re# 781 and 781 re# 641.	Montreal.

2nd 641		22½x28" 63" 1907 1910: re# from 781. 1912: Same numbers.	Montreal #43125.
670 to 684	D10c	21x28" 63" 1906 1912: Same numbers.	Kingston #721-35.
685 to 699	D10b	21x28" 63" 1906 1910: #694 wrecked. 1912: Same numbers.	Montreal #39365-79.
700 to 709	D10a	21x28" 63" 1905	Kingston #679-88.
710 to 739	D10b	21x28" 63" 1905	Montreal #31202-31.
740 to 749	D10c	21x28" 63" 1905	C.P.R. #1416-25.
750 to 759	D10b	21x28" 63" 1906	Montreal #39380-89.
760 to 769	D10c	21x28" 63" 1906	Montreal #39390-99.
770 to 779	D10c	21x28" 63" 1906 1912: Nos. 700-779 retained same numbers.	C.P.R. #1447-56.
780 to 784	D11a	21x28" 63" 1905 Originally "Mother Hubbard" type. 1907: Rebuilt and re# 790-794.	C.P.R. #1426-30.
2nd 780 to 784	D10d	21x28" 63" 1907 1910: Nos. 780-81 re# 614, 641. 1912: Nos. 782-784 same numbers.	Montreal #43124-28.
3rd 780)	D10d	21x28" 63" 1907	Richmond.
3rd 781)	D10d	21x28" 63" 1907 1910: Ex Nos. 614, 641. 1912: Same numbers.	Montreal #42098.
2600 to 2619	D10e	22½x28" 63" 1908 B. Nos. 45594-45603, 45713-22. 1912: Re# 800-819.	Montreal.
2620 to 2632	D10e	22½x28" 63" 1909 1912: re# 820-832.	C.P.R.
2633 to 2642)	D10e	22½x28" 63" 1909	Montreal #46542-56.
2643 to 2647)	D10f	1912: re# 833-847.	
2648 to 2669	D10e	22½x28" 63" 1910 1912: re# 848-869.	C.P.R.
2670 to 2694	D10g	21x28" 63" 1910-11	C.P.R.
2695 to 2712	D10g	21x28" 63" 1911	Kingston #967-984.
2713 to 2733	D10g	21x28" 63" 1911	C.P.R.
2734 to 2748	D10g	21x28" 63" 1911	Montreal #50247-61.
2749 to 2761	D10g	21x28" 63" 1911 1912: Nos. 2670 to 2761 re# 870-961.	C.P.R.
790 to 793	D11c	21x28" 63" 1905	C.P.R. #1426-30.
794	D11b	1907: Ex. Nos. 780 to 784. 1912: re# 790 to 794.	
796 to 799	D12a	21x28" 63" 1902 Ex Nos. 1176-79. 1912: re# 1996-99.	Rogers #5740-43.

800, 801, 810	E1a	20x22" 75" 1889 Ex Nos. 456, 459, 458. Rebuilt to 18x24" 63". 1912: re# 378, 379, 377.	C.P.R. #1106, 1117, 1116.
805 to 807	E2a	19x24" 70" 1889 Ex Nos. 439-41. 1912: re# 2000-2002.	C.P.R. #1112-14.
809, 811	E2b	19x24" 70" 1889-91 Ex Nos. 457, 551. 1912: re# 2009, 2005.	C.P.R. #1107, 1149.
808	E2c	18x24" 70" 1889 Ex No. 442. 1912: re# 2008.	C.P.R. #1115.
813 and 814	E2d	19x24" 70" 1891 Ex Nos. 554-5. 1910: Sold to Kingston & Pembroke Railway #1 and 2.	C.P.R. #1152-53.
810, 812	E2e	19x24" 70" 1889-91 Ex Nos. 458 and 552. No. 810 rebuilt and re# 377. Rebuilt to 18x24" and 63". 1912: No. 812 re# 2006.	C.P.R. #1116 and 1150.
815	E2f	18x24" 70" 1891 Ex No. 553. 1912: re# 2007.	C.P.R. #1151.
820 to 822	E3a	19x24" 70" 1893 B. Nos. 1189, 1195, 1196. Ex Nos. 625-627. 1912: re# 2020-22. 1913: re# 2010-12.	C.P.R.
825 to 829	E4a	19x24" 70" 1899 B. Nos. 1279-81, 83, 84. Ex Nos. 203-05, 207, 208. 1912: re# 2025-29.	C.P.R.
830 to 843	E4b E4d	20x24" 70" 1899-1900 (Nos. 840 and 843-E4d) B. Nos. 1282, 1298-1303, 1323-29. Ex Nos. 206, 212-224. 1912: re# 2030 to 2043.	C.P.R.
844 and 845	E4c	21½x32x24" 70" 1900 Ex Nos. 225 and 226. 1912: re# 2044-45.	C.P.R. #1330-31.
846	E4d	20x24" 70" 1900 Ex Nos. 227. 1912: re# 2046.	C.P.R. #1332.
850 to 855	E5a	20x26" 70" 1902-3	C.P.R. #1345-68.
856 to 858	E5b	Ex. Nos. 801 to 824	
859 to 861	E5c	1912: re# 2050 to 2073.	
862 to 873	E5d		
874 to 905	E5e	20x26" 70" 1903 Ex Nos. 825-856. 1912: re# 2074 to 2105.	North British.
906 to 917	E5f	20x26" 70" 1903 B. Nos. 28569-72, 28566-68, 28573-77. Ex Nos. 867-70, 874-81. 1912: re# 2106 to 2117.	Schenectady.

918 to 920	E5g	20x26" 70" 1902 Ex Nos. 871-73. 1912: re# 2118-2120.	Schenectady #26119-21.
1000 and 1001 1002	F1b F1a	20x26" 84" 1899 13½x23x26" 84" 1899 Ex Nos. 209-211. 1910: re# 950-952. 1912: re# 2150-2152.	C.P.R. #1295-6. C.P.R. #1297.
1100 to 1102	G1a	21x28" 75" 1906 1910: re# 1000-2. 1912: re# 2200-2.	C.P.R. #1434-36.
1103 to 1106	G1c	21x28" 75" 1906 1910: re# 1003-6. 1912: re# 2203-6.	C.P.R. #1483-86.
1107 to 1116	G1d	21x28" 75" 1907-8 1910: re# 1007-16. 1912: re# 2207-16.	C.P.R.
1017 to 1019	G1d	21x28" 75" 1910 1912: re# 2217-19.	C.P.R.
1020 to 1026	G1d	21x28" 75" 1911 1912: re# 2220-26.	Montreal #49481-87.
1027 to 1028	G1e	22½x28" 75" 1911 1912: re# 2227-28.	C.P.R.
1150 to 1152	G2a	21x28" 69" 1906 1910: re# 1100 to 1102. 1912: re# 2500-2502.	C.P.R. #1431-3.
1153 to 1158	G2b	21x28" 69" 1906 1910: re# 1103 to 1108. 1912: re# 2503-2508.	C.P.R. #1477-82.
1159 to 1177	G2c	21x28" 69" 1907 1910: re# 1109-27. 1912: re# 2509-27.	C.P.R.
1178 to 1202	G2d	21x28" 69" 1908 1910: re# 1128 to 1152. 1912: re# 2528 to 2552. No. 1151 leased to	C.P.R. Montreal & Atlantic Railway.
1203 to 1234	G2d	21x28" 69" 1909 B. Nos. 46046-75, 46185, 46186. 1910: re# 1153 to 1184. 1912: re# 2553 to 2584.	Montreal.
1235 to 1245	G2d	21x28" 69" 1909 1910: re 1185 to 1195. 1912: re# 2585 to 2595.	C.P.R.
1246 to 1247	G2d	21x28" 69" 1910 1910: re# 1196 and 1197. 1912: re# 2596-97.	Montreal #48015-16.
1198 to 1202	G2d	21x28" 69" 1911 1912: re# 2598-2602.	Montreal #49476-80.



1203 to 1230	G2e	22½x28" 69" 1911 1912: re# 2603 to 2630.	C.P.R.
1231 to 1260	G2e	22½x28" 69" 1912 1912: re# 2631 to 2660.	Montreal #52657-86.
1200	J1a	17x24" 58" 1886 Ex No. 505. 1908: re# 1250. 1912: re# 3000.	Rhode Island #1648.
1201	J1b	17x24" 63" 1886 Ex No. 506. 1908: re# 1251. 1912: re# 3001.	Rhode Island #1649.
1202	J1c	18x24" 63" 1891 Ex No. 531. 1908: re# 1252. 1912: re# 3002.	Rhode Island #2652.
1205 to 1228	J2a	18x24" 58" 1888-9 B. Nos. 1082-90, 1093-1105, 1091-2. Ex Nos. 414-22, 443-55, 433-34. 1908: re# 1255-1278. 1912: re# 3005-3028.	C.P.R.
1229 to 1243	J2b	18x24" 58" 1888-90 B. Nos. 355-364, 370-374. Ex Nos. 423-432, 460-464. 1908: re# 1279 to 1293. 1912: re# 3029 to 3043.	Kingston.
1244 to 1245	J2c	18x26" 52" 1888 Ex Nos. 408-9. 1908: re# 1294-95. 1912: re# 3044-3045.	C.P.R. #1080-81.
1246 to 1249	J2d	18x24" 58" 1888 Ex Nos. 410-13. 1908: re# 1296-1299. 1912: re# 3046-3049.	C.P.R. #1076-79.
1300 to 1303	L1a	19x22" 51" 1886-7 Ex Nos. 401-404. 1912: No. 1300 re# 3100. Others scrapped 1909-10.	C.P.R. #1048-51.
1304 to 1305	L1b	19x24" 51" 1887 Ex Nos. 405-406. 1907: #130 re# 1322. 1912: re# 3104, 3122.	C.P.R. #1063-72.
1310 to 1311	L2a	19x24" 51" 1898 Ex Nos. 497-98. 1912: re# 3110-3111.	Baldwin.
1312 to 1317	L2b	20&30x24" 51" 1898 Ex Nos. 499 to 504. 1912: re# 3112-3117.	Baldwin.
1318 to 1321	L2c	20x26" 49" 1884-6 B. Nos. 7434, 7444, 7976, 7975. Ex Nos. 312 to 315. 1912: re# 3118-3121.	Baldwin.

1322	L2d	See #1305.	
1330 to 1332	L3a	20x26" 49" 1896-7 B. Nos. 1210, 1225, 1226. Ex Nos. 951-953. 1912: re# 3130-3132.	C.P.R.
1333 and 1334	L3b	20x26" 51¾" 1898 Ex Nos. 954-955. 1912: re# 3133-3134.	C.P.R. #1252-53.
1335 to 1348	L4a	20¾&32x26" 51" 1898 B.nos. 2696-2709. Ex Nos. 1001-1014. 1910-11: Rebuilt 0-8-0 20x26" 51". Re# 2320-2333.	Richmond.
1349	L4b	21&33x26" 51" 1898 Ex #1015. 1911: Rebuilt 0-8-0 20x26" 51". Re# 2334.	Richmond #2710.
1350 to 1369	L4c	21&33x24" 51" 1898 B. Nos. 15766-70, 15796-800, 15817-26. Ex Nos. 901-920. 1909-10: Rebuilt 0-8-0 20x26" 51". 1909-10: Re# 2300, 2312, 2310, 2301, 2302, 2311, 2313, 2303, 2304, 2318, 2305, 2306, 2307, 2308, 2314, 2315, 2316, 2317, 2309, 2319 (2300-09 in 1909).	Baldwin.
1380 to 1386	L5a	20x26" 52" 1899 Ex Nos. 1076-1082. 1912: re# 3180-3186.	Baldwin #16459-65.
1400 to 1417	M1a	21&33x26" 57" 1898-9 B. Nos. 1269-78, 1287-94. Ex Nos. 1028-37, 1040-47. 1912: re# 3200-3217.	C.P.R.
1418 and 1419	M1b	20x26" 57" 1899 Ex Nos. 1038-39. 1912: re# 3218-3219.	C.P.R. #1285-6.
1420 to 1431	M1c	21&33x26" 57" 1899 Ex Nos. 1016-27. 1912: re# 3220-3231.	Richmond #2794-2805.
1432 to 1445	M1e	21&33x26" 57" 1899-1900 Kingston. B. Nos. 464-69, 479-84, 498-99. Ex Nos. 1048-1061. 1912: re# 3232-3245.	
1450 to 1458	M2a	22&35x26" 57" 1900 Ex Nos. 1148-1156. 1912: re# 3250-3258.	C.P.R. #1313-21.
1459	M2b	22&35x26" 57" 1901 Ex No. 1157. 1912: re# 3259.	C.P.R. #1322.
1460 to 1471	M3c	22&35x26" 57" 1900 Ex Nos. 1136-1147. 1912: re# 3260-3271.	Richmond #2977-88.

1472 to 1481	M4d	22&35x26" 57" 1900 Ex Nos. 1126-1135. 1912: re# 3272-3281.	Kingston #486-95.
1482 to 1495	M2e	22&35x26" 57" 1902-3-1 B. Nos. 569-76, 580-81, 553-56. Ex Nos. 1083 to 1096. 1912: re# 3282 to 3295.	Kingston.
1496 to 1505	M4f	22&35x26" 57" 1904-5 B. Nos. 830-39. 1912: re# 3296-3305.	Canada Foundry Co.
1550 to 1591	M3a	22&35x28" 57" 1901-2 B. Nos. 25092-99, 26422-31, 25802-13, 26107-18. Ex Nos. 1201-1242. About 1910 all converted to 22x28" M3b except #1567 which was converted to 21x28" M3c. 1912: re# 3350-3391.	Schenectady.
1600 to 1609	M4a	21x28" 58" 1904 1912: re# 3400 to 3409.	Montreal #29863-72.
1610 to 1619	M4c	21x28" 58" 1904 1912: re# 3410 to 3419.	Kingston #628-37.
1620	M4b	21x28" 58" 1904 Incorrectly numbered #1610 by builder. 1912: re# 3420.	Montreal #29873.
1621 to 1640	M4d	21x28" 58" 1904 1912: re# 3421-3440.	Schenectady #30273-92.
1641 to 1650	M4e	22½x28" 58" 1906 1912: re# 3441 to 3450.	C.P.R. #1457-66.
1651 to 1660	M4f	22½x28" 58" 1906 1912: re# 3451-3460.	C.P.R. #1467-76.
1661 to 1670	M4h	22½x28" 58" 1907 1912: re# 3461-3470.	C.P.R. #1510-19.
1671 to 1705	M4g	22½x28" 58" 1907 B. Nos. 42127-46, 43094-108. 1912: re# 3471-3505.	Montreal.
1706 to 1730	M4g	22½x28" 58" 1907 1912: re# 3506-3530.	Baldwin.
1731 to 1740	M4h	22½x28" 58" 1908 1912: re# 3531-3540.	Montreal #45584-93.
1741 to 1765	M4h	22½x28" 58" 1909-10 1912: re# 3541-3565.	C.P.R.
1800 to 1819	N3a	23½x32" 63" 1911 B. Nos. 50339-48, 50237-46. 1912: re# 3800-3819.	Montreal.
1820 to 1839	N3a	23½x32" 63" 1911 1912: re# 3820-3839.	Kingston #985-1004.
1840 to 1849	N3a	23½x32" 63" 1911 1912: re# 3840-3849.	Montreal #48698-48707.

1850	N3a	23½x32" 63"	1909	C.P.R.
		1912: re# 3850.		
1851 to 1890	N3a	23½x32" 63"	1910-11	Montreal.
		B. Nos. 48339-48, 48869-83, 48937-46, 50349-53.		
		1912: re# 3851-3890.		
1900	Sl a	(3) 15x17" 41"	1900	Lima.
		Shay (0-12-0).		
		Ex No. 111.		
		1912: re# 5901.		
1901	Sl b	(3) 15x17" 41"	1902	Lima #612.
		Shay (0-12-0).		
		Ex No. 112.		
		1911: Scrapped.		
1902	Sl c	(3) 15x17" 41"	1903	Lima #689.
		Shay (0-12-0).		
		1912: re# 5903.		
1950		See 1995		
1950	R1 a	23¼&34x26" 58"	1909	C.P.R.
		1912: re# 5750.		Articulated (0-6-6-0).
1951 to 1954	R1 b	23&34x26" 58"	1911	C.P.R.
		Articulated (0-6-6-0).		
		1912: re# 5751-5754.		
1955	R1 c	20x26" 58"	1911	C.P.R.
		Articulated (0-6-6-0).		
		1912: re #5755.		
1990	T1 a	Details unknown.	Sold 1911.	
1991 and 1992	T2 a	20x26" 63"	1910	C.P.R.
		4-6-4T		
		1912: re# 5991	5992.	
1995	T1 a	18x22" 62"	1893	C.P.R. #1194.
		Ex Nos. #624 (1893); #1950 (1905); #1995 (1909).		
		4-6-4T.		
		1912: re# 5990.		
1996	T3 a	18x26" 52"	1911	C.P.R.
		0-6-4T.		
		1912: re# 5996.		
1998	T9 b	16x24" 48"	1879	Danforth-Cooke #1149.
		0-4-2T.		
		Ex #116.	Sold: 1911.	
1999	T9 a	16x22" 50"	1883	Rhode Island #1254.
		Ex #100. 0-4-0T.		
		1912: To Esquimalt & Nanaimo Railway.		



Collection of E. A. Toohy  
C. P. R. #1201—Glen Yard—Montreal—Class G-5a



Collection of E. A. Toohy  
C. P. R. #2113 and Train #271—Farnham—P. Q.—Class E-5f





C. P. R. #2408—North Jct.—Montreal—Class G-3g

Collection of E. A. Toohy



C. P. R. #2603—Carleton Place—Ont.—Class G-2t

Collection of O. S. A. LaVallee





**The 0-6-0 and 0-8-0 Types Were Not Renumbered In 1905 But Retained The Numbers Assigned In 1902. Ex Numbers Are Not Shown Below As The Information May Be Found In The First Series of Numbers (1881 to 1905), Opposite Entries Nos. 2005 to 2062.**

2005 to 2014	U1a	17x24" 51" 1882-3 Hinkley. #2005: Scrapped about 1910. #2006: 1911—reclassified as shop tool. #2007: 1912—re# 6007. #2008: 1913—Sold. #2009: 1912—Sold to Kootenay & Alberta Ry. #12. #2010: 1912—Sold Chinook Coal Co. #1. #2011: 1912—re# 6011. #2012: 1912—Sold Dept. Natural Resources #3. #2013: 1912—re# 6013. #2014: 1911—Sold.
2015 to 2017	U1b	17x24" 51" 1887 C.P.R. 1906: #2016 and 2017 scrapped. 1907: #2015 scrapped.
2025 to 2029	U2a	18x24" 52" 1896 C.P.R. #1211-15. 1912: re# 6025-6029.
2030 to 2034	U2b	18x24" 52" 1896 C.P.R. #1216-20. 1912: re# 6030-6034.
2035 to 2039	U2c	18x24" 52" 1898 C.P.R. #1264-68. 1912: re# 6035-6039.
2045 to 2050	U2e	18x24" 52" 1904 C.P.R. #1385-90. 1912: re# 6045-6050.
2051 to 2053	U2d	18x24" 52" 1891 C.P.R. #1154-56. 1912: re# 6051-6053.
2054 to 2056	U2e	18x24" 52" 1892 C.P.R. #1175-76, 1183. 1912: re# 6054-6056.
2057 to 2062	U2f	18x24" 52" 1899-1900 C.P.R. #1307-12. 1912: re# 6057-62.
2101 to 2130	U3a	18x26" 52" 1900-1-3-4 C.P.R. B. Nos. 1304-6, 1333-44, 1369-74, 1375-83. 1912: re# 6101 to 6130.
2140 to 2142	U3b	18x26" 52" 1902 Schenectady #26270-72. 1912: re# 6140-6142.
2143 to 2208	U3c	18x26" 52" 1905-6-7-9-10 C.P.R. B. Nos. 1391-1415, 1437-36, 1487-96, 1509. Nos. 2189-2208 had no builder's numbers. 1912: #2177 leased to Montreal & Atlantic Railway. re# 6143-6208.
2209 to 2233	U3d	18x26" 52" 1911 C.P.R. 1912: re# 6209-6233.
2300 to 2309	V1a	20x24" 51" 1898 Baldwin. For builders' numbers, see former road numbers. 1909: converted from 2-8-0 type Ex Nos. 1350, 1353, 1354, 1357, 1358, 1360, 1361, 1362, 1363, 1368. 1912: re# 6800-6809.

2310 to 2319	V1a	20x24" 51" 1898	Baldwin.
For builders' numbers, see former road numbers.			
1910: converted from 2-8-0 type.			
Ex Nos. 1352, 1355, 1351, 1356, 1364, 1365, 1366, 1367, 1359, 1369.			
1912: re# 6810-6819.			
2320 to 2334	V1b	20x26" 51" 1898	Richmond #2696-2710.
1910-11: converted from 2-8-0 type.			
Ex Nos. 1335-1349.			
1912: re #6820-6834.			
2400 to 2402	V3a	22½x28" 52" 1906-9	C.P.R.
Nos. 2400-1 in 1906.			
1912: re# 6900-6902.			
2403	V3b	21x28" 52" 1911	C.P.R.
1912: re# 6903.			

### LOCOMOTIVES: SERIES II—1905-1911 WEIGHTS.

<i>Class</i>	<i>Weight</i>	<i>Class</i>	<i>Weight</i>	<i>Class</i>	<i>Weight</i>
A1a	60000	A5f	84000	D2d	106000
A1b	64000	A5g	84000	D2e	110000
A1c	60000	A5h	84000	D3a	120000
A1d	59600	A5j	89000	D3b	120000
A1e	64000	A5k	98500	D3c	123000
A2a	74000	A5l	98000	D3d	120000
A2b	72500	A5m	100000	D3e	130000
A2c	78500	A5n	100000	D3f	120000
A2d	76500	A6a	90000	D3g	120000
A2e	60000	A6b	95000	D3h	123500
A2f	68500	A6c	89200	D3j	126000
A3a	79000	A7a	90000	D3k	130000
A3b	79000	A7b	92000	D4a	126500
A3c	80000	A7c	92000	D4b	129000
A3d	79000	A7d	92740	D4c	129000
A3e	80000	A7e	94000	D4d	129000
A3f	80000			D4e	127000
A3g	80000	B1a	97000	D4f	129000
A3h	78000	B2a	100000	D5a	133000
A3j	75500	B2b	102000	D5b	137000
A3k	75500	B2c	110000	D6a	168000
A3l	73000	B9a	127500	D6b	169000
A3m	76000	B9b	134000	D6c	172000
A3n	73000			D6d	169000
A3o	76000	C1a	126000	D9c	190000
A3p	71800	C1b	105000	D10a	190000
A3q	78000	C1c	109500	D10b	190000
A3r	80000	C1d	118000	D10c	190000
A3s	80000	C1e	118000	D10d	191000
A4a	90000	C1f	109000	D10e	193000
A4b	90000	C1g	126000	D10f	193000
A4c	84000	C2a	139000	D10g	198000
A4d	83000			D11a	190000
A5a	87000	D1a	103500	D11b	190000
A5b	87000	D1b	135000	D11c	190000
A5c	84000	D2a	106000	D12a	178000
A5d	83000	D2b	112000		
A5e	84000	D2c	133000	E1a	118000

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E2a 107000

E2b 107000

E2c 145000

E2d 128500

E2e 135000

E2f 146500

E3a 130000

E4a 151000

E4b 151500

E4c 152000

E4d 152000

E5a 174000

E5b 165000

E5c 165000

E5d 166000

E5e 166000

E5f 166000

E5g 167000

E5h 174000

F1a 171000

F1b 171000

G1a 216000

G1c 216000

G1d 218000

G1e 218000

G2a 139000

G2b 139000

G2c 139000

G2d 141000

G2e 141000

J1a 93500

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J1c 98000

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S1a

S1b

S1c

T1a

T2a

T3a

T9a

T9b

U1a

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U2a

U2b

U2c

U2d

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U3c

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101400

101400

101400

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107000

126000

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142000

188000

188000

# **Locomotives of The Montreal & Atlantic Railway, Formerly The South Eastern Railway**

9	A-10	4-4-0	16x24" 60" 1877 Ex. SER #9 "BROME." Scrapped about 1911.	Hinkley.
13	A-10	4-4-0	16x24" 60" 1879 Ex SER #13 "BRADLEY BARLOW." Scrapped about 1911.	Rhode Island #805.
17	A-10	4-4-0	16x24" 60" 1880 Ex SER #17 "LUCIUS ROBINSON." 1912: re# 7160.	Rhode Island #887.
24	A-11	4-6-0	18x26" 56" 1881 Ex SER #24 "B. B. SMALLEY." 1912: re# 7200.	Rhode Island #1076.
26	A-10	4-4-0	16x24" 63" 1881 Ex SER #26 "JOHN DODSWORTH." Scrapped about 1911.	Rhode Island #1078.
27 and 28	A-10	4-4-0	17x24" 63" 1883 Ex SER #27 "ROUGEMONT" and #28 "ST. CESAIRE." 1912: re# 7161-7162.	Rhode Island #1334-5.
29 and 30	A-10	4-4-0	18x22" 69" 1883 Ex SER #29 "T. A. McKINNON" and #30 "H. A. ALDEN." 1912: re# 7032-7033.	Rhode Island #1358-59.

Also C.P.R. Nos. 1151 (4-6-2) and 2177 (0-6-0).

## CANADIAN PACIFIC RAILWAY

### Locomotives: Third Series of Road Numbers Introduced in 1912

The second series, of 1905, was soon found to be inadequate, due to the large numbers of new types, and a general renumbering was planned. A start was made in 1911 and new numbers were assigned to all of the smaller engines, from No. 1 upward in exactly the same sequence as they appeared in the 1905 series, irrespective of their size and dimensions. This applied, of course, only to those still in service in 1911. Fifty-four engines were repainted and renumbered in this series when it was decided suddenly that it would be more satisfactory if the engines were grouped by sizes and, accordingly, a new start was made in 1912. In the 1911 plan, the 4-4-0 types were to be numbered from 1 to 200 but, in the new series, small engines with 17x24" cylinders and 70" drivers would be numbered from 1 to 31; those with 17x24" cylinders and 63" drivers from 40 to 163; and the larger engines of the 4-4-0 type from 170 to 199.

The 54 numbers of the 1911 series were not in use very long, probably only for a few months, and they do not appear in these rosters but are listed here as a matter of record. So far as is known, there are no photographs of these engines bearing the 1911 series numbers.

1905	1911	1912	1905	1911	1912
23	1	7040	276	176	186
30	6	7045	253	200	140
31	7	7046	252	201	141
44	12	7051	303	203	7203
49	13	52	322	220	7220
60	15	7054	323	221	7221
69	16	7055	325	223	7223
74	18	7057	353	253	7254
80	20	7059	354	258	7258
81	21	7060	378	278	268
85	22	7001	379	279	269
108	40	63	383	283	7283
123	53	7076	384	284	7284
125	55	7078	385	285	7285
128	58	7081	387	287	7287
133	63	86	390	290	7290
134	64	87	419	319	7319
135	65	88	368	445	272
136	66	89	425	446	325
138	68	91	412	330	7330
142	72	95	434	334	7334
148	77	100	436	336	7336
170	94	7116	438	338	7338
186	107	128	439	339	7339
196	115	136	440	340	7340
267	167	177	441	341	7341
272	172	182	442	342	7342

An interesting peculiarity of the 1912 series was that many of the engines assigned numbers between 1 and 342 actually were numbered in the 7000 series. The reason was that during 1912 and 1913 three different numbering systems were in use simultaneously and, although it did

not actually happen, three engines could have carried the same number. Where such duplication occurred, or was likely to occur, 7000 was added to the 1912 number. For example, No. 85 of the 1905 series became No. 22 in the 1911 series, and in 1912 was to become No. 1, but there was already a No. 1 (1911 series, later No. 7040) so instead of becoming No. 1, it became No. 7001

Later, when no longer needed, it was intended to subtract 7000 from all such numbers, and, while this was done in many cases, in others the 7000 series numbers were retained for many years until the engines were scrapped. The 7000 was just a symbol and is disregarded as far as numerical sequence is concerned.

About 1918, to recognize and honour long and efficient service, The Canadian Pacific Railway began painting the names of well-known engineers on the sides of the cabs of certain locomotives.

A list of engines so named, follows:

Engine	Name	Engine	Name
68	Shiner Rose	2528	Geo. Leach
466	Lew Patrick	2531	— Blennerhassett
555	Bill Singleton	2540	Duke McKenzie
566	Art Deman	2554	Ed Williams
567	— Armstrong	2565	Billy Woods
562	Dan Murphy	2585	Tom Gill
578	Bob Mee	2586	Ted Hosker
586	— Crawford	2597	Geo. Magowan
2021	Mike Carrier	2606	Tom Turner
2038	Jack Hartney	2621	Ed Conney
2055	W. Wilson	2623	Bill Burnett
2057	A. Hoprick	2625	Steve O'Hara
2068	Andy McFarlane	2626	Jas. Rose
2093	Jack Beatty	2631	Ash Kennedy
2097	Frank Reynolds	2634	Jas. Wilson
2213	Bill Stapleton	2638	F. Allott
2214	Joe Dorricott	2648	— Kendell
2221	Mike Carmody	2649	Jim Stuart
2223	Geo. Blenco	2650	Con Leary
2230	Jack Mains	2659	Jack Douglas
2504	Harry Leclerc	2661	Jim Brownlee
2509	Bill McAdam	2663	A. Bilbie
2518	Art Charlebois	2665	Harry West
2523	Jack Pascoe	3491	A. Langlois
2527	H. Jackson		

Unfortunately, this interesting idea was discontinued after three or four years. Most of these men are forgotten now but in their day they were as famous as the much-publicized Casey Jones. They all served the Company for 40 or 50 years with clear records.

# CLASS "A" 4-4-0 17x24" CYLINDERS 70" DRIVERS

					Ex #85	Sc. 1920
7001	A4a	1883	C.P.R.	#1001		
7002	A4a	1884	C.P.R.	1011	86	1926
7003	A4a	1884	C.P.R.	1012	87	1916
7004	A4a	1884	C.P.R.	1014	89	1915
7005	A4a	1884	C.P.R.	1015	90	1922
6	A1a	1886	C.P.R.	1046	91	1930
7007		1886	C.P.R.	1039	93	1917
7008	A4a	1886	C.P.R.	1041	95	1921
7009	A4a	1886	C.P.R.	1042	96	1921
7010		1886	Kingston	305	97	1915
7011		1886	Kingston	306	98	1915
7012		1886	Kingston	308	99	1915
7013	A4c	1883	Rogers	3318	100	1923
7014		1883	Rogers	3319	101	1917
7015		1883	Rogers	3320	102	1917
7016		1874	Portland	296	103	1913
17	A1e	1886	C.P.R.	1047	205	1926
18	A1e	1886	C.P.R.	1052	206	1927
19	A1e	1886	C.P.R.	1053	207	1917
20	A1e	1886	C.P.R.	1054	208	1930
21	A1g	1886	C.P.R.	1055	209	1933
22		1886	C.P.R.	1056	210	1915
23		1886	C.P.R.	1057	211	1915
24	A1e	1886	C.P.R.	1058	212	1926
25	A1e	1886	C.P.R.	1059	213	1929
26	A1e	1886	C.P.R.	1060	214	1917
27	A1e	1886	C.P.R.	1061	215	1917
28	A1e	1886	C.P.R.	1064	216	1936
29	A1e	1887	C.P.R.	1065	217	
30	A1e	1887	C.P.R.	1066	218	1949
31		1891	Rhode Island	2653	219	1917

No. 29 is still in use—1950.

## CLASS "A" 4-4-0 18x22" CYLINDERS 70" DRIVERS

						Sc. 1934
7032	A10e	1883	Rhode Island #1358			
7033	A10e	1883	Rhode Island 1359			1917

Ex Montreal & Atlantic Railway Nos. 29 and 30.  
Originally South Eastern Railway Nos. 29 and 30.

## CLASS "A" 4-4-0 17x24" CYLINDERS 63" DRIVERS

					Ex #23	Sc. 1920
7040	A3a	1882	Kingston		24	1926
7041	A3c	1882	Kingston		26	1913
42		1882	Kingston		27	1934
43	A2p	1882	Kingston		29	1917
7044		1882	Kingston		30	1921
7045	A3c	1882	Kingston		31	1929
7046	A3p	1882	Kingston 1919 re 4-4-0T		32	1917
7047		1883	Kingston #245		36	1930
7048	A3c	1883	Kingston 252		39	1915
7049		1883	Kingston 255		42	1915
7050		1883	Kingston 259		44	1914
7051		1882	Kingston		49	1934
52	A2p	1891	Kingston		50	1934
53	A2p	1891	Kingston		60	1924
7054	A3h	1882	Rhode Island 1222		69	1914
7055		1881	Portland 392		71	1917
7056		1881	Portland 405		74	1914
7057		1885	Mason 716		79	1926
7058	A3g	1886	Rhode Island 1651			

7059	A3r	1886	Rhode Island	1552	80	1926
7060		1886	Rhode Island	1653	81	1912
61	A2m	1883	C.P.R.	1002	105	1935
7062	A2m	1883	C.P.R.	1003	106	1917
63	A2m	1883	C.P.R.	1005	108	1937
7064		1884	C.P.R.	1006	109	1915
7065	A5a	1884	C.P.R.	1007	110	1926
7066		1884	C.P.R.	1008	111	1917
67	A2m	1884	C.P.R.	1009	112	1937
68	A2m	1884	C.P.R.	1010	113	1935
7069	A5b	1886	Kingston	300	116	1929
70	A2m	1886	Kingston	301	117	1937
7071		1886	Kingston	302	118	1916
7072	A5b	1886	Kingston	303	119	1929
7073	A5b	1886	Kingston	304	120	1926
7074	A5b	1886	Kingston	307	121	1917
7075 to 7083	A5c	1883	Hinkley			Ex #122-130
		Scrapped 1915: Nos. 7077, 7079				
		1926: All others.				
84 to 97)		1882	Dubs			Ex #131-145, 147-153,
7098 to 7099)		B.nos. 1560-68; 1570-75;				155-156
100 to 105)		1577-83; 1586-87.				
7106 to 7107)		All class A2m except: 87-92, 94, 96, 97, 7098-99,				
		100, 103—class A2b.				
		Scrapped 1914: #7098, 7106, 7107				
		1915: 85				
		1917: 7099				
		1925: 96				
		1930: 84, 88, 89, 90, 91, 92, 94,				
		95, 97, 100, 103				
		1935: 87, 93, 102				
		1937: 101, 104				
		1945: 105				
		Sold 1918: #86				
108, 7109, )	A5e	1883	Rhode Island			Ex #159-60; 162-63;
7110, 111, )		B.nos. 1339-40; 1343-44;				165-66; 168
7112, 113, 114)		1346-47; 1349				
		#108, 111, 114—Class A2m				
		Scrapped 1913: #113				
		1923: 7110				
		1926: 7109, 7112				
		1935: 108, 111, 114				
7115-7116.)	A5f	1882-3	Rhode Island			Ex #74-76,
117, 118.)		B.nos. 1201-3, 1248-50, 1252-53,				78-80
7119-7126.)		1260-63, 1268, 1270				82-87
127- 128.)		#117, 118, 127—Class A2k				
		#128—Class A2l				
		Scrapped 1914: #7126				
		1917: 7116, 7124				
		1922: 7120, 7123				
		1929: 7119, 7121, 7122, 7125				
		1930: 7115, 117, 118, 127, 128				
129- 132.)		1883	Rogers			Ex #187-88,
7133, 134.)		B.nos. 3321-22, 3324-25, 3329-34				190, 191,
135, 7136.)		#7133, 7136, re# 133, 136				193-198
137, 138.)		Scrapped 1912: #129, 135				
		1930: 130, 131, 132, 134, 137				
		1935: 133				
		1938: 138				





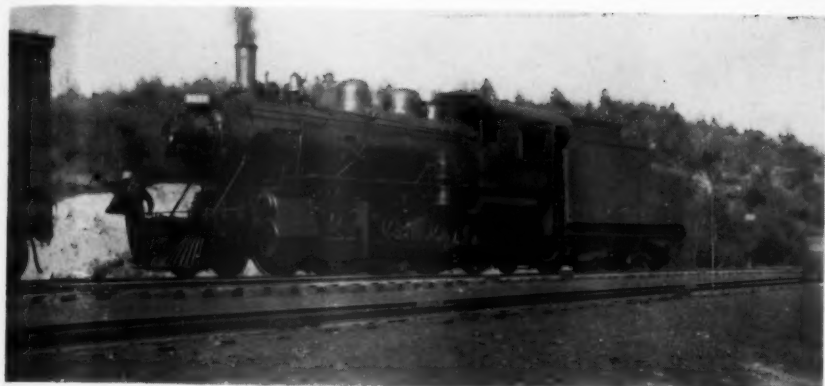
Collection of O. S. A. LaVallee  
C. P. R. #3063—Brockville—Ont.—Class J-3d



Collection of E. A. Toohey  
C. P. R. #3100—Glen Yard Roundhouse—Montreal—Class K-1a

88,  
91,  
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Collection of O. S. A. LaVallee  
C. P. R. #3379—Edmundston—N. B.—Class M-3b



Collection of O. S. A. LaVallee  
C. P. R. #3511—Outremont—Montreal—Class M-4g

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Class A2k: #129, 130, 131, 132, 137  
 A2l: 134, 135 (#136 still in use—1950)  
 A2m: 133, 136, 138

7139	A5j	1891 Rhode Island Scrapped 1925	Ex #220
140-143	A2n	1888 Manchester B.nos. 1401, 1400, 1398, 1399 Scrapped 1915: #142 1936: 140, 141, 143	Ex #253, 252 250, 251
144-154	A2q	1886 C.P.R. B.nos. 1030-32, 1034, 1043-45, 1035-37, 1069 Scrapped 1915: #145, 151, 154 1916: #148, 150, 152, 153 1922: #146 1935: #147, 149 No. 144 still in use—1950	Ex #230-40.
7155, 7156	A2q	1889 Kingston B.nos. 379, 380 7155 re#155, scrapped 1934 7156 sold 1916 to St. Martin's Ry. (#3)	Ex #241-242. Sc. 1920
7157	A7e	1888 Rhode Island #2034 Scrapped 1928	Ex #244.
158, 159	A2q	1889 C.P.R. 1945: #158 given to City of Vancouver, as relic. Restored to original appearance as No. 374. 1930: #159 scrapped	Ex #245-46.
7160-7162		1880-83 Rhode Island B.nos. 887, 1334, 1335 1912: Ex Montreal & Atlantic Railway #17, 27, 28 Originally Southeastern Railway: No. 17 "Lucius Robinson" 27 "Rougemont" 28 "St. Cesaire" All scrapped c. 1917	
7163		1882 Dubs & Co. 1912 to Esquimalt & Nanaimo Ry. Scrapped 1920	Ex #158.

CLASS "B" 4-4-0 Nos. 170-176 19x22" CYLINDERS 70" DRIVERS  
 177-187 18x24" CYLINDERS 70" DRIVERS

170	B2c	1884	C.P.R.	#1016	Ex #260	Sc. 1931
171	B2a	1884	C.P.R.	1017	261	1926
172	B2c	1884	C.P.R.	1019	262	1934
173	B2c	1884	C.P.R.	1020	263	1917
174	B2c	1886	C.P.R.	1022	264	1934
175	B2a	1886	C.P.R.	1023	265	1927
176	B2a	1886	C.P.R.	1024	266	1917
177	B2a	1884	C.P.R.	1018	267	1916
178	B2c	1884	C.P.R.	1021	268	1934
179	B2b	1887	C.P.R.	1025	269	1927
180	B2c	1887	C.P.R.	1026	270	1931
181	B2c	1887	C.P.R.	1027	271	1931
182	B2b	1888	C.P.R.	1070	272	1930
183	B2c	1888	C.P.R.	1071	273	1934
184	B2b	1888	C.P.R.	1072	274	1926

185	B2b	1888	C.P.R.	1073	275	1926
186	B2c	1888	C.P.R.	1074	276	1934
187	B2c	1888	C.P.R.	1075	277	1931
					278	

198	B9a	1900	Schenectady	#5345	Ex #298	Sc. 1933
		4-4-0	18½x26" 70"			
		1902:	Ex Rutland RR (#188)			
199	B9c	1900	Brooks	#3448	Ex #299	Sc. 1927
		4-4-0	18x26" 70"			
		1902:	Ex Rutland RR (#189)			

CLASS "C" 4-6-0  
7200

1881 Rhode Island #1076  
4-6-0 18x26" 56"  
1912: Ex Montreal & Atlantic Ry. #24  
Originally South Eastern Ry.  
No. 24 "B. B. Smalley"  
Re# 200  
Scrapped c. 1917

CLASS "C1" 4-6-0 18x24" CYLINDERS 58" DRIVERS

203-209

1889-90 C.P.R. Ex #303-309  
B.nos. 1111, 1118-23  
Class C1f—205, 207-209  
Class C1h—203, 204, 206  
Scrapped 1920: #207  
1923: #209  
1928: #208  
1934: #203, 204, 205, 206

211, 212, )	C1b	1890-91	Kingston		Ex #311, 312
214, 7215, )		B.nos. 396, 424, 425-427			314-316
216. )		Scrapped 1917: #212			
		1927: #214			
		1930: #211			
		1933: #216			
		c. 1917: #7215			

7220-7222	C1c	1898	Rhode Island		Ex #322-324
		B.nos. 2994-96			
		Scrapped 1917: #7220			
		1923: #7221, 7222			

7223 (see No. 248)

224, 225	C1d	1898	Rogers		Ex #326, 327
	C1e	B.nos. 5133, 5131			
		Scrapped 1928: #224			
		1926: #225			

CLASS "C" 4-6-0

227		4-6-0 18x24" 54"	1890 Schenectady #3067	Sc. 1923
228		4-6-0 19x24" 58"	1897 Baldwin	Sc. 1928
229		4-6-0 19x24" 58"	1901 Baldwin	Sc. 1928
		1912	Ex Esquimalt & Nanaimo Ry. #5, 1, 6	

CLASS "C2" 4-6-0 18x24" CYLINDERS 58" DRIVERS

230, 231

C2c

1889 C.P.R. Ex #300, 302  
B.nos. 1108, 1110  
Scrapped 1933

232-235	C2a	1891-2 Kingston B.nos. 423, 428, 429, 432 Scrapped 1930: #234 1937: #232, 233 1927: No. 235 sold to Manitoba Power Co.	Ex #313, 317 318, 321
240-242	C3a	1897 C.P.R. B.nos. 1233-35 1913: to Esquimalt & Nanaimo Ry. as #40-42	Ex #340-342
CLASS "D" 4-6-0 18x24" CYLINDERS 62" OR 63" DRIVERS			
248	D2f	1898 Rhode Island Originally No. 7223 but rebuilt 1914 and re #248 Formerly 58" drivers Scrapped 1933	Ex #325
250, ) 7251-7257) 258, 259	D2f D2g	1891 Rhode Island B.nos. 2654-57, 2663, 2659-61, 2658, 2662 No. 7253 re# 253 Scrapped 1915: #7251, 7257 1916: #7254 1920: #7252, 7255 1924: #7256 1930: #259 1933: #250, 7253, 258	Ex #350-353 359, 355-357, 354, 358
260-265	D2a	1890-1 C.P.R. B.nos. 1124-1129 Scrapped 1920: #261 1926: #262, 265 1927: #260 1928: #263, 264	Ex #360-365
267-269	D2c	1889 C.P.R. B.nos. 1116, 1106, 1117 Scrapped 1916: #267, 269 1933: #268	Ex #377-379
7270-7279	D2b	1889 Baldwin B.nos. 12168, -73, -80, -95, 12208-10, 12214, -15, -18 Scrapped 1924: #7274, 7276 1926: #7270, 7271, 7275, 7277, 7279 1927: #7273 1933: #272 (changed from 7272)—Class D2h 1916: #7278 to Dominion Atlantic Ry. #29	Ex #366-375
7280-7316	D3b	1891-2 C.P.R. B.nos. 1132-35, -37, -38, 1140-48, 1157-60, 1162-66, 1168-74, 1178-82, 1184 #7292 is class D4m 1917: #7310 to Dominion Atlantic Ry. #34 #7315 sold Atlantic Quebec & Western Ry. #6 Scrapped 1915: #7282, 7299 1916: #7287, 7295, 7301, 7316 1917: #7288 1920: #7280 1921: #7312 1922: #7281 1924: #7291	Ex #380-416

		Scrapped 1926: #7286, 7297, 7302, 7307, 7310, 7313 1928: #7283, 7285, 7289, 7290, 7293, 7294, 7296, 7298, 7300, 7304 1929: #7284, 7292, 7303, 7305, 7306, 7308, 7309, 7311, 7314, 7315	
317, ) 7318-7321)	D4k	1892 C.P.R. B.nos. 1185-88, 1190 #7318 and 7321 re# 318, 321 Scrapped 1917: #7320 1934: #317, 318, 321 1917: #7319 to Dominion Atlantic Ry. #36	Ex #417-421
7322-7324	D3b	1892-3 C.P.R. B.nos. 1191-93 Scrapped 1916: #7323 1930: #7322, 7324	Ex #422-424
325, 7326	D4k	1893 C.P.R. B.nos. 1197, 1199 #7326 re# 326 Scrapped 1931: #326 1934: #325	Ex #425-426
7327-7330	D3d	1891-2-4 C.P.R. B.nos. 1136, 1167, 1198, 1139 Scrapped 1920: #7327 1926: #7328, 7330 1928: #7329	Ex #427-430
7331, 7332	D3f	1892 C.P.R. B.nos. 1161, 1177 #7332 re# 332 class D4r Scrapped 1926: #7331 1930: #332	Ex #431, 432
7333-7342	D3h	1894 C.P.R. B.nos. 1202-09, 1221-22 #7336-37 re D3k; 7342 re D3j #7341 re# 341 class D4u Scrapped 1926: #7335 1927: 7336, 7337 1928: 7342 1929: #7333, 7334, 7338, 7339 1930: #7340 1934: #7341	Ex #433-442
350-354	D4a	1897 C.P.R. B.nos. 1223, 1224, 1227-29 Scrapped 1920: #350, 352, 353 1921: #354 1934: #351	Ex #450-454
355-364	D4b	1897 C.P.R. B.nos. 1242-51 #356 and 362 reclassified D4j Scrapped 1926: #355, 360, 361 1928: #357, 359, 363 1930: #364 1934: #362 1945: #356 1910: #358 to Esquimalt & Nanaimo Ry.	Ex #455-464 Sc. 1928



365	D4c	1897 C.P.R. #1254 Scrapped 1928	Ex #465
366-374	D4d	1897-98 C.P.R. B.nos. 1255-63 Scrapped 1926: #367, 370 1928: #366, 369, 371, 372, 373, 374 1934: #368	Ex #466-474
375-377	D4e	1897 C.P.R. B.nos. 1230-32 Scrapped 1925: #375 1926: #377 1929: #376	Ex #475-477
378-390	D4f	1897 Baldwin B.nos. 15470-79, 15521-23 Scrapped 1925: #379, 387 1926: #378, 384, 390 1929: #388 1931: #389 1933: #380, 382, 383, 385 To Dominion Atlantic Ry. (same numbers) 1925: #379, 380, 382, 387 1926: #384 1933: #385 1927: #381, 386 sold to Quebec Montreal & Southern Railway as Nos. 300, 301	Ex #478-490

#### CLASS "D4" AND "D5" 4-6-0 19x24" CYLINDERS 62" DRIVERS

417-421	D4g	1915 C.P.R. Sold 1924 to Montreal & Atlantic Ry. (same numbers)	
422-459	D4g	1912 C.P.R. Scrapped 1945: #438 1946: #444	Ex #2422-2459
460-481	D4g	1911-12 Montreal B.nos. 50452-65, 51075-82 1922: #460 to Esquimalt & Nanaimo Ry. #60 1930: #461, 462, 463 to Esquimalt & Nanaimo Ry. #61, 62, 63 Scrapped 1939: #462 1943: #461, 467 1947: #479 1948: #465 1949: #460, 481	Ex #2460-2481
482-492	D4g	1912-15 C.P.R. (Nos. 491-2 built in 1915) Scrapped 1938: #483, Scrapped 1950: #486	
494-496	D5a)	1897 C.P.R.	Ex #494-499
497-499	D5b)	B.nos. 1239-41, 1236-38 All scrapped 1929	

#### CLASS "D6" 4-6-0 20x26" CYLINDERS 63" DRIVERS

500-519	D62	1902 Schenectady B.nos. 26747-66 To Dominion Atlantic Railway: 1917: #510 as DAR #37 1919: #501 as DAR #41 1923: #508, 514, 517 as DAR #39, 42, 43 1928: #502, 503 as DAR #44, 45 1937: #500, 504, 518 as DAR same nos. 1944: #519	Ex #500-519
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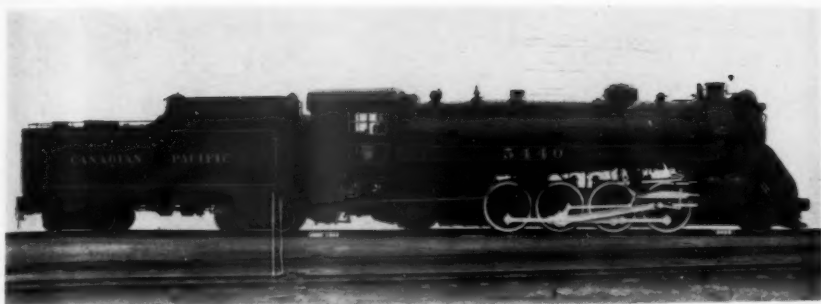
		Scrapped 1930: #515 1937: #505, 512 1939: #510, 517 1940: #500, 501, 514 1944: #511 1945: #504 1946: #502 1947: #508 1948: #506, 519 1949: #518 1950: #507 1947: #503 sold Canadian Gypsum Co., Windsor, NS	
520-539	D6b	1903 North British To Dominion Atlantic Railway 1917: #522 as #39 1937: #520, 521, 528, 530, 531, 532, 534, 537, 538 (same nos.) To Quebec Central Railway 1916: #523, 524 as #47, 48. Scrapped by QCR, Scrapped 1935: #529 1937: #522, 525, 527, 533, 535, 520, 532 1938: #531 1939: #521, 537 1945: #530, 538 1946: #534 1947: #528 1949: #539	Ex #520-539
540-559	D6d	1903-4 Saxon B.nos. 2827-2846 1937: To Dominion Atlantic Ry., #540, 544, 547, 552, 555, 556, 557 Scrapped 1935: #549 1937: #542, 543, 545, 551, 554 1938: #548, 557, 558, 559 1939: #552 1944: #544 1945: #546 1946: #540, 547, 553 1947: #556 Sold 1947: #555—to Canadian Gypsum Co., Windsor NS	Ex #540-559
CLASS D9 4-6-0 21x30" CYLINDERS 63" DRIVERS			
560-597	D9c	1903 Schenectady B.nos. 28374, 28337-73 Scrapped 1935: #565 1939: #562, 563, 566, 567, 568, 570, 576, 577, 578, 580, 583, 587, 594, 595, 596 1940: #571, 574, 579, 584, 589, 593 1947: #581, 585, 591 1948: #561, 588 1950: #572	Ex #560-597
CLASS D10d 4-6-0 22½x28" CYLINDERS 63" DRIVERS			
600-613 614 615-624 625-669	D10d	1907 Richmond B.nos. 43067-80. Montreal B.nos. 43124 Richmond B.nos. 43082-91 Montreal B.nos. 43109-23, 42097, 43125, 42099-42126	Ex #600-669

Scrapped 1938: #640, 645, 654, 659, 662  
 1939: 601, 606, 608, 609, 610, 612, 614, 615,  
 617, 619, 622, 623, 629, 631, 633, 637,  
 639, 643, 646, 647, 655, 661, 669  
 1940: #603, 605, 618, 635, 641, 648, 649,  
 651, 657, 658, 663, 666, 667, 668  
 1944: #620, 630, 634, 652  
 1946: #602, 616  
 1947: #638, 664  
 1948: #624  
 1949: #611, 625, 632  
 1950: #604

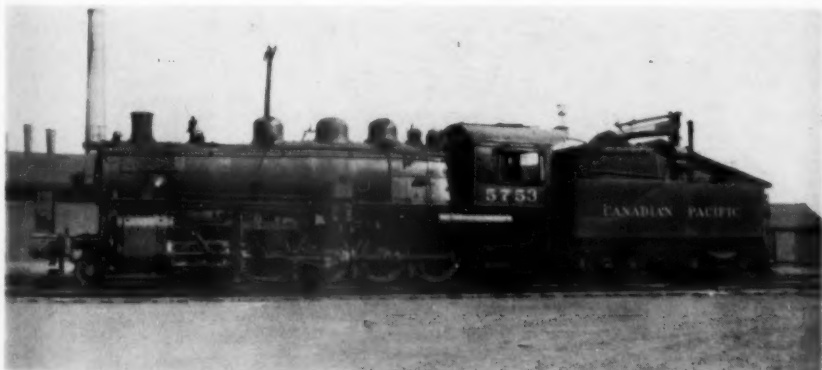
CLASS D10a,b,c 4-6-0 21x28" CYLINDERS 63" DRIVERS

670-684	D10c	1906 Kingston B.nos. 721-35. Scrapped 1938: #677, 679, 684 1939: #671, 681, 683 1940: #676, 682 1949: #674	Ex #670-684
685-693 695-699	D10b	1906 Montreal B.nos. 39365-73, 39375-79 Scrapped 1939: #688, 689, 690, 695, 699 1940: #697, 698 1945: #692 1946: #696	Ex #685-693 695-699
700-709	D10a	1905 Kingston B.nos. 679-688 Scrapped 1938: #709 1939: #708 1940: #704, 705 1944: #703 1945: #702 1947: #707	Ex #700-709
710-739	D10b	1905 Montreal B.nos. 31202-31 Scrapped 1939: #711, 712, 713, 714, 718, 734 1940: #710, 715, 727, 728, 732, 733, 735, 736 1944: #717, 722, 726 1945: #737, 739 1947: #719 1948: #720, 721, 724, 731 1949: #716	Ex #710-739
740-749	D10c	1905 C.P.R. B.nos. 1416-25 Scrapped 1938: #740 1939: #741, 744, 746, 747 1940: #742, 743, 745 1945: #749	Ex #740-749
750-759	D10b	1906 Montreal B.nos. 39380-89 Scrapped 1939: #750, 753, 756, 758, 759 1946: #752 1949: #755	Ex #750-759
760-769	D10c	1907 Montreal B.nos. 39390-99 Scrapped 1939: #762, 764, 767 1940: #760, 766, 768, 769 1945: #765	Ex #760-769
770-779	D10c	1906 C.P.R. B.nos. 1447-56 Scrapped 1939: #770, 771, 773, 778, 779 1940: #775, 777 1946: #774	Ex #770-779

780	D10c	1907	Richmond #43081	Ex #780
781		1907	Montreal #42098	Ex #781
Scrapped 1939: #780, 781				
CLASS D10d 4-6-0 22½x28" CYLINDERS 63" DRIVERS				
782-784	D10d	1907	Montreal B.nos. 43126-28	Ex #782-784
Scrapped 1939: #782, 783				
1946: #784				
CLASS D10c 4-6-0 21x28" CYLINDERS 63" DRIVERS				
790-794	D10c	1906	C.P.R. B.nos. 1426-30	Ex #790-794
Scrapped 1939: #790, 792				
1940: #794				
CLASS D10e,f 4-6-0 22½x28" CYLINDERS 63" DRIVERS				
800-819	D10e	1908	Montreal	Ex #2600-2619
B.nos. 45594-603, 45713-22				
Scrapped 1939: #818				
1940: #804, 812				
1941: #817				
1948: #808				
1938: #811 to Quebec Central Ry.				
820-832	D10e	1908	C.P.R.	Ex #2620-2632
Scrapped 1947: #825				
1950: #826				
833-842	D10e	1909	Montreal B.nos. 46542-51	Ex #2633-42
Scrapped 1946: #835				
843-847	D10f	1909	Montreal B.nos. 46552-56	Ex #2643-2647
Scrapped 1940: #845				
848-869	D10e	1909-10	C.P.R.	Ex #2648-2669
#868, 869 formerly Montreal & Atlantic Ry. same nos.				
1938 to Quebec Central Ry.: #856, 866				
Scrapped 1939: #867				
1950: #862				
CLASS D10g,h,j 4-6-0 21x28" CYLINDERS 63" DRIVERS				
870-894	D10g	1910-11	C.P.R.	Ex #2670-2694
#870 formerly Montreal & Atlantic Ry. same no.				
To Quebec Central Railway:				
1921: #878 as #56				
1938: #873, 893				
Scrapped 1947: #878, 883, 884, 885				
895-912	D10g	1911	Kingston B.nos. 967-84	Ex #2695-2712
Scrapped 1949: #907				
913-933	D10g	1910	C.P.R.	Ex #2713-2733
Scrapped 1948: #920				
934-948	D10g	1911	Montreal B.nos. 50247-61	Ex #2734-48
To Quebec Central Ry:				
1921: #940 as #57				
1938: #948				
949-961	D10g	1911	C. P. R.	Ex #2749-61
Scrapped 1928: #951				
1948: #959				



Collection of O. S. A. LaVallee  
C. P. R. #5440, Class P2j—2-8-2, Montreal, 1944



Collection of O. S. A. LaVallee  
C. P. R. #5753—Hochelaga Roundhouse—Montreal—Class R-2b  
This is a rebuilt 0-6-6-0 type





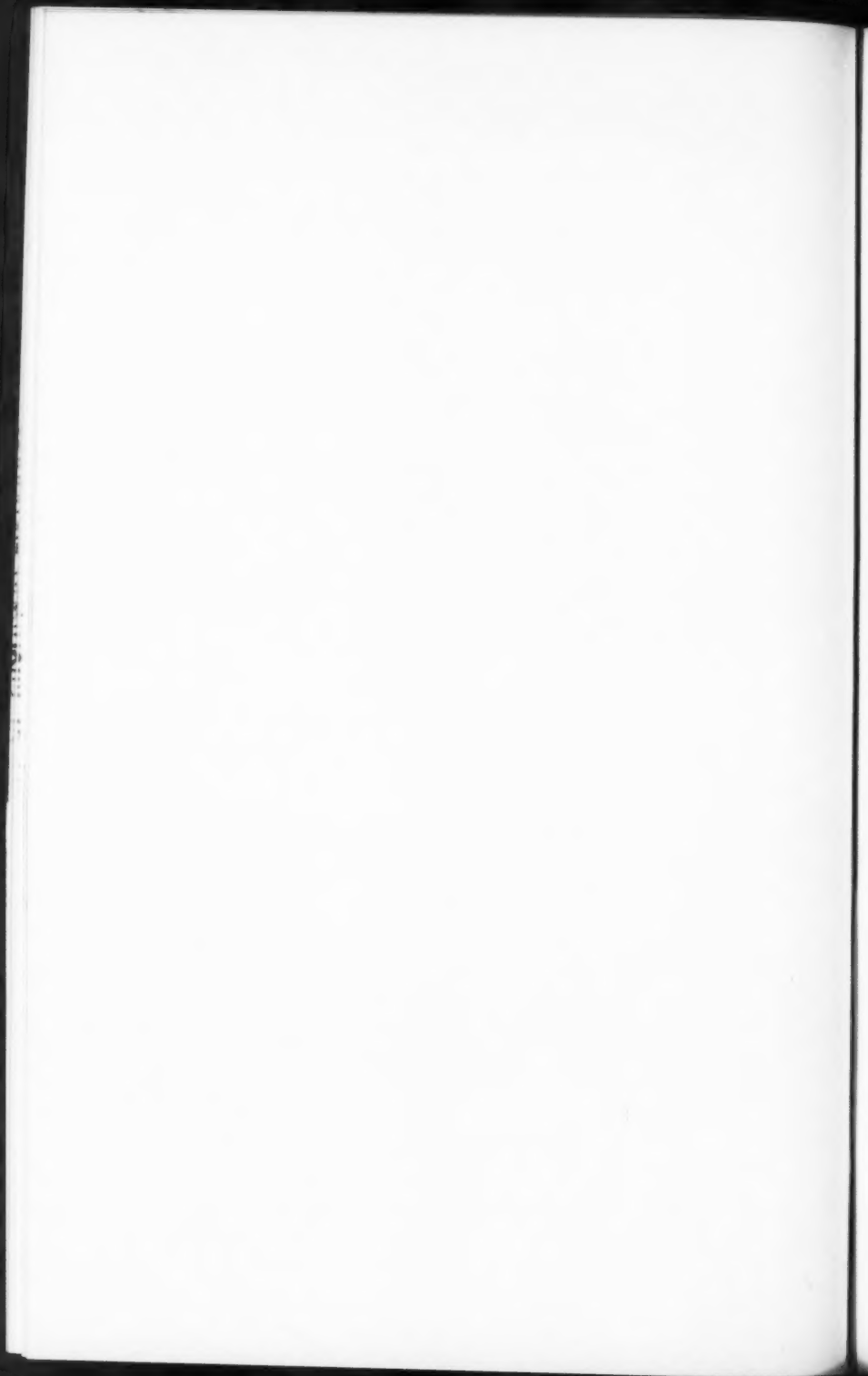
Collection of Ry. & Loco. Hist. Soc.

C. P. R. #5811, Class S2a, gives aid to a trans-continental express in the Canadian Rockies



Collection of O. S. A. LaVallee

C. P. R. #5930 on National Harbours Board Rly. Just After Being Outshopped From Montreal Locomotive Works  
Class T-1c





962-986	D10j	1912 Montreal B.nos. 51096-51120 Scrapped 1946: #968 1948: #982	
987-1036	D10h	1912 Montreal B.nos. 50961-51010 Ex #2762-2811 1937 to Dominion Atlantic Ry.: #999, 1018 Scrapped 1940: #1016 1945: #1034	
1037-1061	D10h	1912 Montreal B.nos. 52054-78 1937 to Dominion Atlantic Ry.: #1041	
1062-1086	D10k	1912 Schenectady B.nos. 52099-52133 1949 to Dominion Atlantic Ry.: #1077, 1079 Scrapped 1936: #1070 1939: #1076 1948: #1062	
1087-1111	D10h	1913 Kingston B.nos. 1123-47 To Dominion Atlantic Ry.: 1937: #1090 1940: #1089, 1092 Scrapped 1944: #1099 1948: #1107	

#### CLASS G5 4-6-2 20x28" CYLINDERS 70" DRIVERS

1200-1201	G5a	1944 C.P.R.	
1202-1231	G5b	1945-46 Montreal B.nos. 73719-748 Nos. 1216 and 1231 have welded boilers.	
1232-1251	G5c	1946 Montreal B.nos. 74892-908, 74913-15	
1252-1271	G5c	1946 Kingston B.nos. 2348-67	
1272-1301	G5d	1948 Kingston B.nos. 2429-58	

#### CLASS D12 4-6-0 21x28" CYLINDERS 63" DRIVERS

1996-1999	D12a	1902 Rogers B.nos. 5740-43 Scrapped 1928: #1996, 1997, 1998, 1999	Ex #796-799
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#### CLASS E1 4-6-0 18x24" CYLINDERS 70" DRIVERS

2000-2002	E1g	1889 C.P.R. B.nos. 1112-1114 Scrapped 1930: #2000, 2002 1933: #2001	Ex #805-807
2003-2006	E1b	1891 C.P.R. B.nos. 1152-53, -49, -50 1912: Nos. 2003-2004 returned from Kingston & Pembroke Ry. Scrapped 1927: #2003, 2004 1928: #2005, 2006	Ex 813,814 811,812
2007-2009	E1c	1891-89 C.P.R. B.nos. 1151, 1115, 1107, Ex #815,808, Scrapped 1928: #2007 1930: #2008 1933: #2009	809

# CLASS E2 AND E3 4-6-0 19x24" CYLINDERS 70" DRIVERS

2010	E2a	1893 C.P.R. #1189 During 1912-13 bore No. 2020 Scrapped 1929	Ex #820
2011-2012	E2b	1893 C.P.R. B.nos. 1195-96 During 1912-13 bore No. 2021, 2022 Scrapped 1934	Ex #821-822
1st 2020-2022		See 2010-2012	
2013-2019 2nd 2020-2022	E3a	1913 C.P.R. All scrapped 1943	

## CLASS E4 4-6-0 20x24" CYLINDERS 70" DRIVERS

2025-2026	E4d	1899 C.P.R. B.nos. 1279-80 Scrapped 1931	Ex #825-826
2027-2029	E4a	1899 C.P.R. B.nos. 1281, 1283-84 Scrapped 1929: #2027 1934: #2028, 2029	Ex #827-829
2030	E4d	1899 C.P.R. #1282 Scrapped 1930	Ex #830
2031-2039	E4b	1899-1900 C.P.R. B.nos. 1298-1303, 1323-25 Scrapped 1929: #2031, 2037, 2039 1930: #2034 1934: #2032, 2033, 2035, 2036, 2038	Ex #831-839
2040-2041	E4d	1900 C.P.R. B.nos. 1326-27 Scrapped 1930: #2041 1938: #2040	Ex #840-841
2042	E4b	1900 C.P.R. #1328 Scrapped 1930	Ex #842
2043-2046	E4d	1900 C.P.R. B.nos. 1329-32 Scrapped 1930: #2044, 2045 1934: #2046 1938: #2043	Ex #843-846

## CLASS E5 4-6-0 20x26" CYLINDERS 70" DRIVERS

2050-2052	E5h	1902 C.P.R. B.nos. 1345-47 Scrapped 1938: #2050 1945: #2051, 2052	Ex #850-852
2053, 2054	E5l	1902 C.P.R. B.nos. 1348, 1349 Scrapped 1938: #2053 1939: #2054	Ex #853-854
2055	E5h	1902 C.P.R. #1350 Scrapped 1949	Ex #855
2056-2058	E5b	1902 C.P.R. B.nos. 1351-53 Scrapped 1941	Ex #856-858
2059-2061	E5c	1902 C.P.R. B.nos. 1354-56 Scrapped 1930: #2060 1938: #2059, 2061	Ex #859-861

2062-2066	E5d	1902 C.P.R. B.nos. 1357-61 Scrapped 1929: #2062 1938: #2064, 2065, 2066 1939: 2063	Ex #862-866
2067	E5m	1902 C.P.R. #1362 Scrapped 1939	Ex #867
2068-2073	E5d	1902-3 C.P.R. B.nos. 1363-68 Scrapped 1930: #2070 1938: #2071 1939: #2068, 2069, 2072, 2073	Ex #868-873
2074-2105	E5e	1903 North British B.nos. 6339-50, 6417-36 Scrapped 1930: #2086, 2099, 2100 1938: #2090, 2093, 2096, 2102, 2103 1939: #2076, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2087, 2089, 2091, 2092, 2094, 2097, 2101, 2104 1941: 2074, 2075, 2077, 2088, 2095, 2098, 2105	Ex #874-905
2106-2117	E5f	1903 Schenectady B.nos. 28569-72, 28566-68, 28573-77 Scrapped 1938: #2106, 2107, 2108, 2109, 2115, 2116, 2117 1941: #2112 1945: #2111 1949: #2110, 2113, 2114	Ex #906-917
2118-2120	E5g	1903 Schenectady B.nos. 26119-21 Scrapped 1938: #2120 1949: #2118, 2119	Ex #918-920
CLASS FI 4-4-2			
2150-2151	F1a	1899 C.P.R. #1295-96 4-4-2 20x26" 84" Scrapped 1917	Ex #950-951
2152	F1b	1899 C.P.R. #1297 4-4-2 13½x23x26" 84" Scrapped 1917	Ex #952
CLASS GI 4-6-2 21x28" CYLINDERS 75" DRIVERS (#2227-28 have 22½x28")			
2200-2202	GIp	1906 C.P.R. B.nos. 1434-36 Scrapped 1947: #2201	Ex #1000-2
2203-2206	GIr	1906 C.P.R. B.nos. 1483-86	Ex #1003-6
2207-2216	GIs	1907-8 C.P.R. B.nos. 1107-16 Scrapped 1947: #2208	Ex #1007-16
2217-2219	GIs	1910 C.P.R. Scrapped 1944: #2217	Ex #1017-19
2220-2226	GIs	1911 Montreal B.nos. 49481-87 Scrapped 1940: #2225	Ex #1020-26
2227-2228	GI t	1911 C.P.R.	Ex #1027-28
2229-2230	Glu	1913 C.P.R.	
2231-2238	GI v	1914 C.P.R.	

CLASS G3 4-6-2 (2300-25) 25x40" CYLINDERS 75" DRIVERS  
 (2326-50) 23x30" CYLINDERS 75" DRIVERS  
 (2351-2472) 22x30" CYLINDERS 75" DRIVERS

2300-2303	G3a	1919	C.P.R.
2304-2309	G3b	1920-21	C.P.R.
2310-2325	G3c	1923	Montreal #64534-49
		1928: #2319	rebuilt to G3d and re# 2350
		Scrapped 1945:	#2321
2326-2349	G3d	1926	Montreal #66764-87
		Scrapped 1941:	#2329, 2339
2350	G3d	1923	Montreal #64543
		Ex #2319,	rebuilt 1928
2351-2365	G3e	1938	Kingston #1944-58
		Scrapped 1941:	#2357
2366-2377	G3f	1940	Kingston #1970-81
2378-2417	G3g	1942-3	Kingston #1982-2021
		(Nos. 2413-17	built in 1943)
2418-2462	G3h	1944	Kingston #2126-70
2463-2472	G3j	1948	Montreal #76116-25

CLASS G2 4-6-2 (22½x28", 21¼x28", 21x28" and 20x28")  
 CYLINDERS 70" DRIVERS

Originally, these engines had 21x28" cylinders, with 200# pressure boilers. Many of the engines have since been rebuilt and equipped with boilers of 225# and 250# pressure, producing the variation in cylinder sizes shown above.

2500-2502	G2p	1906	C.P.R.	Ex #1100-02
		1945:	To Dominion Atlantic Ry. #2500	
		Scrapped 1940:	#2502	
2503-2508	G2q	1906	C.P.R.	Ex #1103-08
		Scrapped 1946:	#2506	
2509-2527	G2r	1907	C.P.R.	Ex #1109-1127
		To Dominion Atlantic Ry.		
		1938: #2511		
		1945: #2515		
		Scrapped 1946:	#2509	
		1947:	#2517	
		1950:	#2515	
2528-2543	G2s	1908	C.P.R.	Ex #1128-43
		To Quebec Central Ry.		
		1926: #2536 as #60		
		Scrapped 1940:	#2532	
		1942:	#2543	
		1943:	#2535	
2544-2546	G2d	1908	C.P.R.	Ex #1144-46
		Scrapped 1940:	#2545, 2546	
		1946:	#2544	
2547-2552	G2s	1908	C.P.R.	Ex #1147-52
		To Dominion Atlantic Ry.		
		1937: #2552		
		1940: #2551		
		Scrapped 1941:	#2549	

2553-2582	G2s	1909 Montreal #46046-75 To Quebec Central Ry. 1926: #2554, 2573 as OCR #65, 61 1929: #2556 as OCR #66 To Northern Alberta Rys. 1947: #2563 Scrapped 1936: #2560 1939: #2568 1940: #2566 1941: #2557, 2565 1945: #2576 1946: #2570, 2577 1947: #2562 1949: #2567 1950: #2561, 2574, 2578	Ex #1153-82
2583-2584	G2s	1909 Schenectady #46185-86	Ex #1183-84
2585-2595	G2s	1910 C.P.R. To Quebec Central Ry. 1930: #2588 as OCR #67 Scrapped 1941: #2587 1945: #2589 1946: #2591	Ex #1185-95
2596-2602	G2s	1910-11 Montreal #48015-16, 49476-80	Ex #1196-1201
2603-2609	G2t	1911 C.P.R. Scrapped 1941: #2605 1946: #2604	Ex #1203-09
2610-2613	G2u	1912 C.P.R. Scrapped 1946: #2612	Ex #1210-13
2614-2616	G2f	1912 C.P.R. Scrapped 1945: #2616 1948: #2614	Ex #1214-16
2617-2630	G2u	1912 C.P.R. Scrapped 1940: #2618, 2620 1941: #2619	Ex #1217-30
2631-2660	G2u	1913 Montreal #52657-86 Scrapped 1940: #2645, 2656 1945: 2631, 2632, 2635, 2638, 2639, 2654 1945: #2641, 2651, 2653 1946: #2636 1948: #2642	Ex #1231-60
2661-2665	G2u	1914 C.P.R. Scrapped 1947: #2661	
CLASS G4 4-6-2 24½x30" CYLINDERS 70" DRIVERS			
2700-2711	G4a	1919-20 C.P.R.	
2712-2717	G4b	1921 C.P.R.	
CLASS H1 4-6-4 22x30" CYLINDERS 75" DRIVERS			
2800-2809	H1a	1929 Montreal #68058-67	
2810-2819	H1b	1930 Montreal #68529-38	
2820-2849	H1c	1937 Montreal B.nos. 69956-73, 68951-55, 68974-80	
2850-2859	H1d	1938 Montreal #69100-09	

2860-2864	H1e	1940	Montreal #69292-96	
			Engines equipped with boosters:	
			#2811, 2813, 2838-42, 2850-54, 2860-64	
			In 1939, engine #2850 pulled the Royal Train when it travelled on CPR rails. Since that time, engines 2820-2864 have been designated "Royal Hudson" type, and each engine carries a crown at the forward end of the running-board sheathing.	

CLASS II 4-8-2 23½x32" CYLINDERS 70" DRIVERS

2900, 2901	I1a	1914	C.P.R.	
		Scrapped 1944:	#2901	
		1945:	#2900	

CLASS FIa 4-4-4 16½x28" CYLINDERS 75" DRIVERS

2910-2929	FIa	1937-38	Kingston #1924-43	
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CLASS F2a 4-4-4 17¼x28" CYLINDERS 80" DRIVERS

3000-3004	F2a	1936	Montreal #68722-26	
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CLASS J1 2-6-0

3000	J1a	1886	Rhode Island #1648	Ex #1250
		2-6-0 17x24" 58"		
		Scrapped 1916		
3001	J1b	1886	Rhode Island #1649	Ex #1251
		2-6-0 17x24" 63"		
		Scrapped 1920		
3002	J1c	1891	Rhode Island #2652	Ex #1252
		2-6-0 18x24" 63"		
		Scrapped 1915		
3003-3004	J1d	1887-88	Kingston #327, 354	
		2-6-0 18x24" 62"		
		1912 from Kingston & Pembroke Ry. #10, 11		
		Scrapped 1916: #3003		
		1926: #3004		

CLASS J2 2-6-0

After the numerical sequence for the 2-6-0 types had been determined for the 1912 renumbering, that is, from 3000 to 3049, the Company decided to add 50 to the numbers of ten engines which had been rebuilt between 1909 and 1912, as follows:

Rebuilt 1909, #1268, 1269, 1270, 1274 became #3068, 3069, 3070, 3074.

Rebuilt 1910-11, #1255, 1256, 1281, 1285, 1287 became #3055, 3056, 3081, 3085, 3087.

Rebuilt 1911-12, #1263 became #3063.

The balance of unrebuilt engines were renumbered, as planned, between 3000 and 3049 with gaps corresponding to the engines numbered higher than 3050; thus there was no #3005 or 3006, they were numbered #3055 and 3056, and so on. In 1911, the Company acquired three engines from the Alberta Railway & Irrigation. These were numbered 3090-92. Thus, the plan to renumber each engine above 3050 when rebuilt was disturbed and though the rebuilding continued, no further engines were renumbered.

3005-3020	J2a	1888	C.P.R. #1082-90, 1093-99	Ex #1255-70
		2-6-0 18x24" 58"		
		Nos. 3005, 3006, 3013, 3018, 3019, 3020 numbered		
		3055, 3056, 3063, 3068, 3069, 3070		
		By 1918, #3011 to class J3a		

		Scrapped 1918: #3015 1921: #3007 1922: #3009, 3017 1923: #3016 1926: #3014 1927: #3008, 3010 1929: #3012	
3021-3028	J2a	1889 C.P.R. #1100-05, 1091-92 2-6-0 18x24" 58" No. 3024 numbered 3074 By 1918, 3028 to class J3a 3021, 3026 to class J3a In 1923-24 #3021, 3026, 3028 to class J3d Scrapped 1926: #3023, 3025, 3027 1927: #3022 1930: #3028 1933: #3021 1937: #3026	Ex #1271-78
3029-3043	J2b	1888-90 Kingston #355-64, 370-74 2-6-0 18x24" 58" Nos. 3031, 3035, 3037 numbered 3081, 3085, 3087 By 1918, 3028, 3033, 3041 to class J3b 3032, 3034 to class J3e In 1923-24, 3029, 3032-34, 3041 to class J3d Scrapped 1915: #3042 1926: #3040, 3043 1927: #3036 1929: #3030, 3038, 3039 1933: #3033 1937: #3029, 3032, 3034, 3041	Ex #1279-93
3044-3045	J2c	1890 C.P.R. #1080-81 2-6-0 18x26" 52" Scrapped 1914: #3044 1928: #3045 sold to Ajax Coal Company	Ex #1294-95
3046-3049	J2d	1890 C.P.R. #1076-79 2-6-0 18x24" 58" By 1918, 3046, 3048, 3049 to class J3d Scrapped 1926: #3047 1933: #3048 1935: #3046 1937: #3049	Ex #1296-99
3051	J5b	1912 Montreal #51183 2-6-0 20x26" 58" Ex Algoma Eastern Ry. (#51) 1931 1888-89 C.P.R.	
3055-3056 J3b) 3063 J3c) 3068-3069 J3a) 3070, 3074 J3a)		2-6-0 18x24" 58" In 1923-24, #3069, 3070 to class J3c In 1923-24 #3074 to class J3b By 1938, #3063, 3074 to class J3d Scrapped 1929: #3056 1931: #3068, 3069 1933: #3055, 3070 1938: #3074 1950: #3063	Ex #1255-56, 1263, 1268-70, 1274
3081, 3085 3087	J3b	1888 Kingston 2-6-0 18x24" 58" In 1923-24, #3081, 3085 to class J3c By 1938, #3085 to class J3d Scrapped 1933: #3081, 3087 1938: #3085	Ex #1281,1285 1287

3090-3092 J4a 1902 Kingston #566-68  
 1911 ex Alberta Ry. & Irrigation #20-22  
 2-6-0 18x24" 51"  
 Scrapped 1933: #3090, 3092  
 1930: #3091 sold to Canmore Coal Company

CLASS K 4-8-4 25½x30" CYLINDERS 75" DRIVERS

3100-3101 K1a 1928 C.P.R.

CLASS L1 2-8-0 20x26" CYLINDERS 49" DRIVERS

3100 L1a 1886 C.P.R. #1048 Ex #1300  
 Scrapped 1922

3104 L1b 1887 C.P.R. #1063 Ex #1304  
 Scrapped 1920

CLASS L2 2-8-0 19x24" CYLINDERS 51" DRIVERS (Nos. 3118-21 have 20x26" 49")

3110-3112 L2a 1898 Baldwin Ex #1310-12  
 Scrapped 1919: #3110, 3112  
 1929: #3111

3113-3117 L2b 1898 Baldwin Ex #1313-17  
 Scrapped 1914: #3114, 3116  
 1917: #3115  
 1928: #3113  
 1929: #3117

3118-3121 L2c 1884-86 Baldwin Ex #1318-21  
 B.nos. 7434, 7444, 7976, 7975  
 Scrapped 1916: #3119  
 1917: #3120-21  
 1928: #3118

3122 L2d 1887 C.P.R. #1062 Ex #1322  
 Sold 1927 to Manitoba-Saskatchewan Coal Co.

CLASS L3 2-8-0 20x26" CYLINDERS 49" DRIVERS (L3b—51¼")

3130-3132 L3a 1896-97 C.P.R. Ex #1330-32  
 B.nos. 1210, 1225, 1226

1930: Assigned to Esquimalt & Nanaimo Ry. as #30-32  
 3133-3134 L3b 1898 C.P.R. #1252-53 Ex #1333-34  
 1919: #3133 assigned to Esquimalt & Nanaimo Ry. as #33  
 Scrapped 1930: #3134

CLASS L5 2-8-0 20x26" CYLINDERS 52" DRIVERS

3180-3186 L5a 1899 Baldwin #16459-65 Ex #1380-86  
 Scrapped 1928: #3184  
 1929: #3183  
 1930: #3180, 3186  
 1937: #3181, 3185  
 1938: #3182

CLASS M1 2-8-0 20x26" CYLINDERS 57" DRIVERS

3200-3217 M1a 1898-99 C.P.R. Ex #1400-17  
 B.nos. 1269-76, 1277-78, 1287-94  
 1917-20, eight engines of this series were rebuilt  
 to 0-8-0 type, class V2a as follows:  
 3200, 3202, 3204, 3207, 3208, 3209, 3212, 3213  
 Renumbered in 6860-76 series  
 Scrapped 1921: #3215  
 1929: #3203, 3210  
 1930: #3201, 3217  
 1945: #3206, 3211, 3216  
 1946: #3205, 3214





C. P. R. #6301—Farnham—P. Q.—Class U-3e

Collection of E. A. Toohey



C. P. R. #6600—Hochelaga Roundhouse—Montreal—Class V-5a

Collection of O. S. A. LaVallee

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3218-3219	M1b	1899 C.P.R. #1285-86 Ex #1418-19 1917: #3219 rebuilt to 0-8-0 Class V2a, No. 6862 Scrapped 1933: #3218
3220-3231	M1c	1899 Richmond #2794-2805 Ex #1420-31 1930: #3222 and 3231 to Esquimalt & Nanaimo Ry. 1917: #3220 rebuilt to 0-8-0 Class V2a, No. 6861 Scrapped 1929: #3224 1930: #3223, 3228 1935: #3230 1938: #3221, 3222, 3225, 3231 1941: #3229 1946: #3226, 3227
3232-3245	M1e	1899-1900 Kingston Ex #1432-45 B.nos. 464-69, 479-84, 498-99 1917: #3242 rebuilt to 0-8-0 class V2a #6869 1928: #3241 to Esquimalt & Nanaimo Ry. Scrapped 1921: #3240 1928: 3237, 3239 1929: #3238 1930: #3244 1935: #3234, 3243 1938: #3232, 3235, 3236 1940: #3233 1941: #3241, 3245
CLASS M2 2-8-0 20x26" CYLINDERS 57" DRIVERS		
3250-3258	M2a	1900-01 C.P.R. #1313-21 Ex #1450-58 1917: #3255 rebuilt to 0-8-0 class V2a #6870 1920: #3257 rebuilt to 0-8-0 class V2b #6874 Scrapped 1928: #3251 1931: #3254 1938: #3250, 3252, 3253, 3256 1945: #3258
3259	M2b	1901 C.P.R. #1322 Ex #1459 Scrapped 1930
3260-3271	M2c	1900 Richmond #2977-88 Ex #1460-71 1920: #3264, rebuilt to 0-8-0 class V2a #6860 #3265 rebuilt to 0-8-0 class V2b #6875 1929: #3266 to Esquimalt & Nanaimo Ry. Scrapped 1923: #3261, 3263 1938: #3260, 3268, 3269, 3270, 3271 1941: #3262 1942: #3267 1946: #3266
3272-3281	M2d	1900 Kingston #486-95 Ex #1472-81 1917: #3275 rebuilt to 0-8-0 class V2a #6871 1928: #3277, 3281 to Esquimalt & Nanaimo Ry. Scrapped 1930: #3273 1938: #3272, 3276, 3278, 3279, 3280 1946: #3274, 3281 1948: #3277
3282-3295	M2e	1901-02 Kingston Ex #1482-95 B.nos. 569-76, 580-81, 553-56 1934: #3286 sold to Spruce Falls Pulp & Paper #105 Scrapped 1928: #3284, 3289, 3291 1929: #3283, 3287, 3293, 3295 1930: #3288, 3290 1936: #3282, 3285, 3294 1937: #3292

3296-3305	M2f	1904-05	Canada Foundry (Toronto)	Ex #1496-1505
			B.nos. 830-39	
			1917: #3300-02 to Quebec Central Ry. #49-51	
			1921: #3297 rebuilt to 0-8-0 class V2c #6876	
			Scrapped 1929: #3296, 3305	
			1930: #3298	
			1935: #3299	
			1936: #3303, 3304	
			1939: #3300, 3301, 3302	

CLASS M3 2-8-0 21x28" CYLINDERS 57" DRIVERS

3350-3366	M3b	1901-02	Schenectady	Ex #1550-66
			B.nos. 25092-99, 26422-30	
			Scrapped 1928: #3366	
			1930: #3352, 3354, 3356, 3357, 3359, 3364	
			1937: #3363	
			1938: #3351, 3353, 3355, 3361, 3365	
			1941: #3350	
			1943: #3358	
			1949: #3362	
3367	M3c	1902	Schenectady #26431	Ex #1567
			Scrapped 1938	
3368-3391	M3b	1902	Schenectady	Ex #1568-91
			B.nos. 25802-13, 26107-18	
			Scrapped 1930: #3372, 3375, 3376, 3380, 3381, 3385	
			1935: #3377	
			1937: #3382	
			1938: #3370, 3371, 3373, 3374, 3378, 3384, 3386, 3389, 3391	
			1943: #3368	
			1949: #3383	

CLASS M4 2-8-0 21x28" CYLINDERS 57" DRIVERS (3441-3565 22½x28")

3400-3409	M4a	1904	Montreal #29863-72	Ex #1600-09
			Scrapped 1945: #3406	
			1946: #3407	
3410-3419	M4c	1904	Kingston #638, 629-37	Ex #1610-19
			1920: #3410 to Quebec Central Ry. #54	
			Scrapped 1937: #3414, 3419	
			1938: #3416	
			1939: #3411	
			1946: #3413	
3420	M4b	1904	Montreal #29873	Ex #1620
3421-3440	M4d	1904	Schenectady #30273-92	Ex #1621-40
			1918: #3424, 3426 to Quebec Central Ry. #52-53	
			1921: #3427 to Quebec Central Ry. #55	
			Scrapped 1945: #3436	
			1947: #3430, 3431	
3441-3450	M4e	1906	C.P.R. #1457-66	Ex #1641-50
			Scrapped 1939: #3444	
			1945: #3449	
			1948: #3447	
3451-3460	M4f	1906	C.P.R. #1467-76	Ex #1651-60
			Scrapped 1936: #3451	
			1939: #3459	
			1946: #3452, 3457	
			1949: #3455	
			1950: #3453	

3461-3470	M4h	1907 C.P.R. #1510-19 1928: Eight engines of this series were rebuilt to 0-8-0 type, class V4a, 6920-39 series. 3461, 3463, 3464, 3465, 3466, 3468, 3469, 3470. 1926: #3462 to Quebec Central Ry. #63 Scrapped 1946: #3467	Ex #1661-70
3471-3505	M4g	1907 Montreal B.nos. 42127-46, 43094-108 1914: #3500 to Quebec Central Ry. #46 Scrapped 1935: #3501 1937: #3483 1944: #3478 1946: #3486, 3502 1947: #3494 1948: #3482 1950: #3485, 3493	Ex #1671-1705
3506-3530	M4g	1907 Baldwin Scrapped 1935: #3517 1939: #3526 1949: #3527 1947: #3512 lost off barge into Slocan Lake, BC.	Ex #1706-30
3531-3540	M4h	1908 Montreal #45584-93 1928-29: All rebuilt to 0-8-0 and re# 6941, 6940, 6944, 6939, 6943, 6949, 6947, 6937, 6942, 6946	Ex #1731-40
3541-3565	M4h	1909 C.P.R. 1923: #3560, 3561 to Quebec Central Ry. #58-59 1926: #3554, 3563 to Quebec Central Ry. #62, 64 1928: #3563 returned from Quebec Central Ry. 1928: Rebuilt to 0-8-0 type, class V4a, 6920-49 series. #3541, 3542, 3543, 3547, 3548, 3550, 3552, 3557, 3559, 3562, 3563, 3564. Scrapped 1947: #3551, 3556	Ex #1741-65

#### CLASS N2 2-8-0 23x32" CYLINDERS 63" DRIVERS 190# B.P.

Formerly class N3, Nos. 3800-3960, 23x32" 180# B. P.

Converted 1924-28 and renumbered 3600-3760.

Beginning 1946, a large number of the class N2 engines were rebuilt to 2-8-2 type, class P1n, Nos. 5200-64, which see.

3600-3619	N2a	1911 Montreal B.nos. 50339-48; 50237-46 Converted to P1n class: #3603, 3605, 3606, 3608, 3612, 3613, 3615	Ex #1800-19
3620-3639	N2a	1911 Kingston #985-1004 Converted to P1n class: 3620, 3621, 3622, 3623, 3627, 3631, 3634, 3635	Ex #1820-39
3640-3649	N2a	1911 Montreal #48698-707 Converted to P1n class: #3640, 3644, 3645, 3646, 3648	Ex #1840-49
3650	N2a	1909 C.P.R.	Ex #1850
3651-3690	N2a	1910-11 Montreal B.nos. 48339-48, 48869-83 48937-46, (1911) 50349-53 Converted to P1n class: #3652, 3653, 3655, 3656, 3664, 3665, 3667, 3668, 3669, 3670, 3672, 3673, 3674, 3679, 3680, 3683, 3684, 3685, 3687	Ex #1851-90

3691-3740	N2b	1912	Montreal B.nos. 51538-62, 51628-52 Converted to Pln class: #3693, 3698, 3702, 3703, 3704, 3705, 3707, 3709, 3710, 3711, 3715, 3717, 3718, 3728, 3732, 3733, 3735, 3737, 3739 Scrapped 1950: #3730
3741-3750	N2c	1913	Montreal #52687-96 Converted to Pln class: #3743, 3745
3751-3760	N2c	1913	Canada Foundry #993-1002 Converted to Pln class: #3754, 3755, 3756, 3757, 3760

Locomotives acquired 1931 by purchase of the Algoma Eastern Railway:

3952	N4a	2-8-0	22½x28" 56" 1913 Montreal #51182
3953	N4b	2-8-0	22x28" 56" 1916 Kingston #1351
3954	N4b	2-8-0	22x28" 56" 1916 Kingston #1352
3955	N4c	2-8-0	23½x30" 57" 1921 Montreal #62598
3956	N4d	2-8-0	24x30" 56" 1921 Montreal #62599 Ex Algoma Eastern Ry., Nos. 52 to 56.

#### CLASS Pla,b 2-8-2 23½x32" CYLINDERS 63" DRIVERS

5000-5019	Pla	1912	C.P.R.	
5020-5094	P1b	1913	Montreal #52707-81	
Between 1926 and 1930, these engines were changed to 23x32" cylinders and boiler pressure raised from 180 to 190#, and renumbered 5100-5194, class P1d and P1e.				
5100-5119	P1d	1912	C.P.R.	Ex #5000-19
5120-5194	P1e	1913	Montreal #52707-81	Ex #5020-5094

#### CLASS Pln 2-8-2 23x32" CYLINDERS 63" DRIVERS Converted from N2 class, 2-8-0 type.

5200-5205	Pln	1946	C.P.R. Formerly Nos. 3704, 3728, 3631, 3623, 3640, 3620
5206-5219	Pln	1947	C.P.R. Formerly Nos. 3755, 3612, 3756, 3679, 3652, 3717, 3605, 3685, 3737, 3615, 3715, 3672, 3711, 3687
5220-5239	Pln	1948	C.P.R. Formerly Nos. 3733, 3621, 3760, 3673, 3644, 3703, 3648, 3608, 3680, 3757, 3698, 3613, 3653, 3669, 3670, 3622, 3732, 3634, 3606, 3705
5240-5264	Pln	1949	C.P.R. Formerly Nos. 3683, 3655, 3702, 3635, 3656, 3636, 3745, 3664, 3693, 3627, 3718, 3743, 3674, 3645, 3735, 3709, 3739, 3603, 3710, 3668, 3754, 3667, 3665, 3707, 3684

#### CLASS P2 2-8-2 #5300-59 25½x32" CYLINDERS 63" DRIVERS #5360-5416 23x32" CYLINDERS 63" DRIVERS #5417-73 22x32" CYLINDERS 63" DRIVERS

5300-5309	P2a	1919	C.P.R.
5310-5324	P2b	1920-1	Montreal #62855-62, 62863-69

5325-5344	P2c	1923	Montreal #65001-20
		Scrapped 1944:	#5334
5345-5359	P2d	1924	Montreal #65441-55
5360-5379	P2e	1926	Kingston #1774-93
		Scrapped 1945:	#5376
5380-5404	P2f	1928	Montreal #67625-49
		Scrapped 1945:	#5393, 5398
5405-5416	P2g	1940	Montreal #69275-86
5417-5436	P2h	1943	Kingston #2022-41
5437-5461	P2j	1944	Montreal #71635-59
5462-5473	P2k	1948	Montreal #76134-45

#### CLASS R-2 0-6-6-0 MALLET

5750	R2a	1909	C.P.R. #1194	Ex #1950
		0-6-6-0 23 $\frac{3}{4}$ x 34 x 26"	62"	
		1916 rebuilt to 2-10-0 23 $\frac{1}{2}$ x 32"	58"	
5751-5754	R2b	1911	C.P.R.	Ex #1951-54
		0-6-6-0 23 x 34 x 26"	58"	
		1916-17 rebuilt to 2-10-0 23 $\frac{1}{2}$ x 32"	58"	
5755	R2c	1911	C.P.R.	Ex #1955
		0-6-6-0 20 x 26"	58"	
		1917 rebuilt to 2-10-0 23 $\frac{1}{2}$ x 32"	58"	

#### CLASS R3 2-10-0 24x32" CYLINDERS 58" DRIVERS

5756-5757	R3a	1917	C.P.R.
5758-5762	R3b	1917	C.P.R.
5763-5780	R3c	1918	C.P.R.
		Scrapped 1935:	#5764
5781-5790	R3d	1918-19	C.P.R.

#### CLASS S2 2-10-2 26 $\frac{1}{2}$ x32" CYLINDERS 58" DRIVERS

5800-5814	S2a	1919-20	C.P.R. (5805-14 in 1920)
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#### CLASS S1 0-4-4-4 SHAY 15x17" CYLINDERS (3) 41" DRIVERS

5901	S1	1901	Lima	Ex #1901
		Scrapped 1914		
5903	S1	1903	Lima #689	Ex #1903
		Sold 1913		

#### CLASS T1 2-10-4

5900-5919	T1a	1929	Montreal #67921-40 25 $\frac{1}{2}$ x 32"	63"
5920-5929	T1b	1938	Montreal #69110-19 25 x 32"	63"
5930-5935	T1c	1949	Montreal #76221-26 25 x 32"	63"
		No. 5935 delivered Mar. 12, 1949 and reported to be the last steam locomotive the Canadian Pacific Railway will buy.		

#### CLASS T — TANK ENGINES

5990	T1a	1893	C.P.R. #1194	Ex #1995-1950
		4-6-4T 19 x 22"	62"	
		Scrapped 1924		

5991-5993	T2a	1910-12 C.P.R. 4-6-4T 20x26" 63" All scrapped 1934	Ex #1991-92,-.
5996-5997	T3a	1911-12 C.P.R. 0-6-4T 18x26" 52" Scrapped 1930: #5996	Ex #1996,-.
6004, 6005		1912-11 Montreal 2-4-2T 14x22" 44" B.no. 6004 is #50749 No. 6005 possibly acquired second-hand. 1912 to Esquimalt & Nanaimo Railway	Ex #1997-98

CLASS U1 0-6-0 17x24" CYLINDERS 51" DRIVERS

6007	U1	1882-3 Hinkley	Ex #2007
6009-6013		#6007 sold 1914 #6009 sold 1912 Kootenay & Alberta Ry. #6010 sold 1912 Chinook Coal Co. #1 #6011 scrapped 1917 #6012 sold 1912 Dept. of Natural Resources, Galt Mine #3 #6013 scrapped 1917	2009-13

CLASS U2 0-6-0 18x24" CYLINDERS 52" DRIVERS

6025-6029	U2a	1896 C.P.R. #1211-15 Scrapped 1922: #6028 1926: #6026 1927: #6027 1929: #6025, 6029	Ex #2025-29
6030-6034	U2b	1896 C.P.R. #1216-20 Scrapped 1927: #6030, 6033 1929: #6031 1930: #6034 #6032 sold 1916	Ex #2030-34
6035-6039	U2c	1898 C.P.R. #1264-68 Scrapped 1927: #6035 1929: #6039 1930: #6037 1933: #6038 #6036 sold 1920	Ex #2035-39
6045-6050	U2e	1904 C.P.R. #1385-90 #6045 sold 1919 #6046 sold 1922 #6047 sold 1920 #6049 to Esquimalt & Nanaimo Ry. Scrapped 1929: #6048 1934: #6050	Ex #2045-50
6051-6053	U2d	1891 C.P.R. #1154-56 #6052 sold 1922 Scrapped 1927: #6051, 6053	Ex #2051-53
6054-6057	U2g	1892-99 C.P.R. #1175-83, 1307 #6054 sold 1920 to Fraser Co. #3 Scrapped 1916: #6057 1929: #6055 1930: #6056	Ex #2054-57



6058-6062 U2f 1900 C.P.R. #1308-12 Ex #2058-62  
 #6058 to Dominion Atlantic Railway  
 #6062 to Esquimalt & Nanaimo Ry. in 1913  
 #6061 sold 1915  
 Scrapped 1930: #6059, 6060

CLASS U3 0-6-0 18x26" CYLINDERS 52" DRIVERS

6101-6115 U3a 1900-01 C.P.R. #1304-6, 1333-44 Ex #2101-15  
 #6107 sold 1933 to Cadillac Coal Co., Calgary  
 #6113 sold 1927 to Johnson Co., Thetford Mines, PQ  
 #6109 to Dominion Atlantic Ry. in 1934  
 Scrapped 1930: #6101, 6102, 6104, 6115  
 1934: #6109  
 1935: #6105, 6110, 6112  
 1936: #6114  
 1937: #6103, 6106, 6108  
 1940: #6111

6116-6121 U3a 1903 C.P.R. #1369-74 Ex #2116-21  
 Scrapped 1930: #6118, 6120  
 1935: #6119  
 1937: #6116, 6117  
 1940: #6121

6122-6130 U3a 1904 C.P.R. #1375-83 Ex #2122-30  
 Scrapped 1926: #6122  
 1930: #6128  
 1936: #6124, 6125, 6126  
 1937: #6127  
 1939: #6123  
 1940: #6130  
 1941: #6129

6140-6142 U3b 1902 Schenectady 26270-72 Ex #2140-42  
 All scrapped 1933

6143-6152 U3c 1905 C.P.R. #1391-1400 Ex #2143-52  
 #6151 to Esquimalt & Nanaimo Ry.  
 #6144 sold 1943 to Canmore Mines Ltd.  
 Scrapped 1935: #6145, 6146  
 1937: #6143, 6147, 6418, 6149  
 1941: #6150  
 1947: #6151  
 1949: #6152

6153-6177 U3c 1906 C.P.R. #1401-15, 1437-46 Ex #2155-77  
 #6161 to Dominion Atlantic Ry., in 1930  
 #6174 to Esquimalt & Nanaimo Ry. in 1933  
 #6167 sold 1941 to Defense Industries Ltd., Bouchard PQ  
 #6166 sold 1949 to Manitoba-Saskatchewan Coal Co.  
 Scrapped 1930: #6157, 6158, 6161, 6162, 6164, 6168  
 6169, 6172, 6175  
 1935: #6163  
 1937: #6156, 6170, 6171, 6173, 6176, 6177  
 1939: #6160  
 1940: #6154, 6155, 6165  
 1941: #6159  
 1948: #6153  
 1949: #6174

6178-6188	U3c	1910	C.P.R. #1487-96, 1509	Ex #2178-88
		Scrapped	1930: #6181, 6183, 6185 1935: #6178 1937: #6179, 6180, 6182, 6186, 6188 1938: #6184, 6187	
6189-6208	U3c	1910	C.P.R.	Ex #2189-2208
			#6189 to Dominion Atlantic Ry. in 1937 #6191 sold 1941 to Defense Industries Ltd.	
		Scrapped	1930: #6190, 6201, 6202, 6207 1937: #6193, 6198, 6203, 6204, 6205, 6208 1938: #6194, 6206 1939: #6189 1940: #6192, 6195, 6196 1941: #6197, 6199 1950: #6200	
6209-6233	U3d	1911	C.P.R.	Ex #2209-33
			#6227 to Dominion Atlantic Ry. in 1938 #6216 rebuilt 1947 to Shop Loco. SL-4, Angus Shops	
		Scrapped	1937: #6219, 6209 1938: #6211, 6214, 6217, 6218, 6233 1939: #6229 1941: #6223 1949: #6225	
6234-6259	U3d	1912	C.P.R.	
			#6238 sold 1933 to Montreal Harbour as N.H.B. #201	
		Scrapped	1936: #6235, 6246 1938: #6236 1939: #6241 1945: #6242 1949: #6240 1950: #6259	

6260-6269 U3e 1912 C.P.R.

6270-6304 U3e 1913 C.P.R.

# CLASS V5 0-8-0 22½x30" CYLINDERS 58" DRIVERS

6600-6609 V5a 1930-31 Kingston #1903-12

6799 U9a Baldwin  
0-6-0 (Not CP Standard type)  
1911 from Alberta Railway & Irrigation Co. #2  
Scrapped 1915

# CLASS VIa 0-8-0 20x24" CYLINDERS 51" DRIVERS

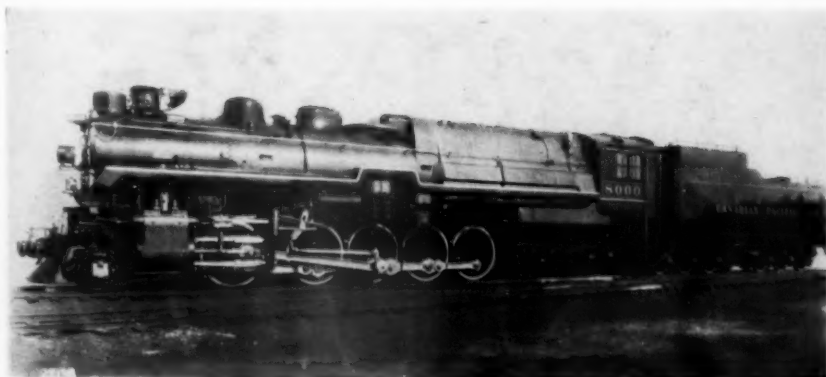
## VIb 0-8-0 20x26" CYLINDERS 51" DRIVERS

6800-6819 VIa 1898 Baldwin Ex #2300-19  
B.nos. 15766, -69, -70, -98, -99, 15817-20, -25,  
15768, -96, -67, -97, 15821-24, -800, -26  
Scrapped 1930: #6802, 6815, 6818  
1931: #6817  
1934: #6808, 6811  
1937: #6804, 6813, 6814  
1938: #6803, 6805, 6807, 6812  
1939: #6819  
1940: #6800, 6806, 6810  
1946: #6801, 6816



C. P. R. #6926—South Jct.—Montreal—Class V-4a

Collection of E. A. Toohey



Collection of O. S. A. LaVallee and C. P. Ry.  
C. P. R. #8000, Class T4a, Multi-Pressure Locomotive, built at Angus Shops, C. P. R. 1931

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CL

800

6820-6834	V1b	1898	Richmond #2696-2710	Ex #2320-34
		Scrapped	1930: #6824, 6826, 6830, 6831, 6834	
			1934: #6820, 6823	
			1935: #6825, 6828	
			1936: #6821	
			1938: #6822, 6829, 6833	
			1939: #6832	
			1940: #6827	

CLASS V2 0-8-0 20x26" CYLINDERS 57" DRIVERS

Converted from classes M1 and M2. See former numbers for prior history.

6860-6871	V2a	Converted 1917 from: #3264, 3220, 3219, 3209, 3202, 3208, 3212, 3204, 3200, 3242, 3255, 3275
	Scrapped	1930: #6864, 6868, 6869, 6870
		1935: #6860, 6863
		1936: #6866, 6871
		1938: #6861, 6862, 6865, 6867

6872-6875	V2b	Converted 1920 from: #3207, 3213, 3257, 3265
		All scrapped 1939

6876	V2c	Converted 1921 from #3297
		Scrapped 1946

CLASS V3a 0-8-0 22½x28" CYLINDERS 52" DRIVERS

V3b,c 0-8-0 21x28" CYLINDERS 52" DRIVERS

6900-6902	V3a	1906	C.P.R.	Ex #2400-2
	Scrapped	1937: #6900, 6901		

6903	V3b	1911	C.P.R.
	Scrapped	1937	

6904-6913	V3c	1913	C.P.R.
	Scrapped	1949: #6912	

CLASS V4a 0-8-0 22½x28" CYLINDERS 52" DRIVERS

Converted from M4 class. See former numbers for prior history.

6920-6939	V4a	Converted 1928 from: #3547, 3470, 3468, 3465, 3550, 3469, 3543, 3463, 3461, 3557, 3562, 3565, 3559, 3466, 3464, 3548, 3552, 3538, 3542, 3534
	Scrapped	1943: #6923
		1947: #6934
		1949: #6927

6940-6949	V4a	Converted 1929 from: #3532, 3531, 3539, 3535, 3533, 3541, 3540, 3537, 3564, 3536
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CLASS W1a 0-10-0 22½x30" CYLINDERS 51" DRIVERS

6950-6952	W1a	1914	C.P.R.
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CLASS T4a 2-10-4 15½x28" CYLINDERS (High Pressure—850# B.P.)  
24x30" CYLINDERS (Low Pressure—250# B.P.)  
63" DRIVERS

8000	T4a	1931	C.P.R.
		Scrapped 1940	
		Experimental high-pressure engine.	

# DIESEL-ELECTRIC LOCOMOTIVES

## CLASS DPA-22—PASSENGER "A" UNITS 2000 HP

1800-1802	DPA-22a	1949	G.M.C., Electro-Motive
		B.nos. 8680-82	

## CLASS DFA-15—FREIGHT "A" UNITS 1500 HP

4000-4007	DFA-15a	1949	Alco #76852-59
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4008-4027	DFA-15b	1950	Alco #77303-22
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## CLASS DFB-15—FREIGHT "B" UNITS 1500 HP

4400-4403	DFB-15a	1949	Alco #76878-81
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4404-4423	DFB-15b	1950	Alco #77325-44
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## (NO CLASS) SWITCHER—600 HP

7000	1937 National Steel Car Co. (frame)
	Harland & Wolff Ltd., (motors)
	Sold in 1944 to Marathon-Canadian Pulp Mills
	Peninsula (now Marathon) Ont.

## CLASS DS-10 SWITCHER—1000 HP

7010-7014	DS-10a	1943	Alco #70239-43
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7015-7024	DS-10b	1944	Alco #72826-35
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7025-7037	DS-10c	1945	Alco #73383-88, 73605-11
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7038-7051	DS-10d	1946	Alco #74456-58, 74460-63, 74469-72, 74483-85
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7052-7064	DS-10e	1947	Alco #75384, 75536-47
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7065	DS-10f	1948	Baldwin #73802
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7066-7075	DS-10g	1948	Baldwin #73943-52
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7076-7095	DS-10h	1948-49	Montreal #75852, 76429, 75853-70
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7096-7098	DS-10j	1949	Alco #76939-41
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7099-7108	DS-10k	1949	Montreal #76469-78
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## CLASS DRS-10 ROAD SWITCHER 1000 HP

8000-8012	DRS-10a	1949	Baldwin #73967-79
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## CLASS DRS-15 ROAD SWITCHER 1500 HP

8400-8404	DRS-15a	1949	Alco #77190-94
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# LOCOMOTIVE WEIGHTS—Series III 1912-

<i>Class</i>	<i>Weight</i>	<i>Class</i>	<i>Weight</i>
A1a	94000	D4b	130000
A1e	90-105000	D4c	129000
A1g	105000	D4d	130000
A2k	98500	D4e	127000
A2l	98500	D4f	129000
A2m	103000	D4g	138000
A2n	97-103000	D4h	138000
A2p	103000	D4j	130000
A2q	97-103000	D4k	136000
A3a	79000	D4m	123000
A3b	79000	D4r	136000
A3c	80000	D4u	103500
A3h	78000	D5a	133000
A3q	78000	D5b	137000
A3r	80000	D6a	167000
A4a	90000	D6b	170000
A4c	84000	D6d	170000
A5a	87000	D9c	190000
A5b	87000	D10a	190000
A5c	84000	D10b	190000
A5d	83000	D10c	190000
A5e	84000	D10d	191000
A5f	84000	D10e	193000
A5j	89000	D10f	193000
A7e	90000	D10g	198000
A10e	—	D10h	205000
B2a	100000	D10j	198000
B2b	102000	D10k	198000
B2c	117000	D12a	178000
B9a	142500	E1b	129-135000
B9b	134000	E1c	146000
C1b	105000	E1g	135000
C1c	109500	E2a	130000
C1d	118000	E2b	142000
C1e	118000	E3a	148000
C1f	109000	E4a	151000
C1h	125000	E4b	151000
C2a	105000	E4d	152000
C2c	126000	E5a	174000
C3a	139000	E5b	165000
D1a	103500	E5c	165000
D2a	106000	E5d	166000
D2b	120000	E5e	166000
D2c	121000	E5f	166000
D2f	134000	E5g	167000
D2g	134000	E5h	174000
D3a	120000	F1a 4-4-2	171000
D3b	120000	F1b 4-4-2	171000
D3d	120000	F1a 4-4-4	240000
D3f	120000	F2a 4-4-4	263000
D3h	123500	G1a	216000
D3j	126000	G1c	216000
D3k	123500	G1d	218000
D4a	126500	G1e	219000
			r/b to G1p
			r/b to G1r
			r/b to G1s
			r/b to G1s

<i>Class</i>	<i>Weight</i>		<i>Class</i>	<i>Weight</i>
G1f	223000	r/b to G1s	J2c	100000
G1g	223000	r/b to G1s-v	J2d	98000
G1h	218000	r/b to G1s	J3a	123000
G1k	218000	r/b to G1t	J3b	123000
G1m	226000	r/b to G1s	J3c	123000
G1p	226000		J3d	123000
G1r	226000		J3e	120000
G1s	226000		J4a	119600
G1t	228000		J5b	151000
G1u	228000			
G1v	228000		K1a	435000 (booster)
G2a	216000	r/b to G2p	L1a	136000
G2b	215000	r/b to G2q	L1b	105000
G2c	215000	r/b to G2r	L2a	130000
G2d	217000	r/b to G2h-k-s	L2b	130000
G2e	225000	r/b to G2t	L2c	123000
G2f	225000	r/b to G2u	L2d	140000
G2g	226000	r/b to G2q-r	L3a	139500
G2h	218000	r/b to G2s	L3b	140500
G2k	218000	r/b to G2s	L5a	151000
G2p	229000			
G2q	229000		M1a	156000
G2r	229000		M1b	156000
G2s	226000		M1c	156000
G2t	226000		M1e	156000
G2u	226000		M2a	156000
G3a	319000		M2b	156000
G3b	317000		M2c	156000
G3c	317000		M2d	156000
G3d	319-324000		M2e	164000
G3e	322000		M2f	164000
G3f	324000		M3b	160000
G3g	323000		M3c	160000
G3h	323000		M4a	192500
G3j	319000		M4b	192500
G4a	318000		M4c	192500
G4b	318000		M4d	192500
G5a	233000		M4e	192500
G5b	230000		M4f	196000
G5c	230000		M4g	196000
G5d	234000		M4h	196000
H1a	360000			
H1b	360000		N2a	236000
w. booster	369000 (2811-13)		N2b	240000
H1c	344000		N2c	240000
w. booster	366000 (2838-42)		N3a	223000
H1d	355000		N3b	225000
w. booster	366000 (2850-54)		N3c	225000
H1e	366000 (booster)		N4a	195000
			N4b	192000
I1a	287000		N4c	243000
			N4d	243000
J1a	93900			
J1b	93500		P1a	258000
J1c	98000		P1b	258000
J1d	100000		P1d	280000
J2a	102000		P1e	280000
J2b	102000		P1n	273000



<i>Class</i>	<i>Weight</i>
P2a	330000
P2b	335000
P2c	338000
P2d	338000
P2e	342000
P2f	338000
P2g	334000
P2h	339000
P2j	339000
P2k	333000
R2a	230000
R2b	248000
R2c	248000
R3a	255000
R3b	262000
R3c	262000
R3d	270000
S1	145000
S2a	359000
T1a (Tank)	177000
T1a 2-10-4	453000
T1b	447000
T1c	449000
T2a	236000
T3a	200000

<i>Class</i>	<i>Weight</i>
T4a	495000
U1	79000
U2a	102000
U2b	102000
U2c	102000
U2d	95000
U2e	112000
U2f	107000
U2g	102000
U3a	126000
U3b	122000
U3c	133000
U3d	143000
U3e	143000
U9a	—
V1a	145000
V1b	142000
V2a	159000
V2b	167000
V2c	167000
V3a	188000
V3b	188000
V3c	201000
V4a	202000
V5a	269000
W1a	241000

